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Victor F. Lemmer

GOGEBIC INDUSTRIAL BUREAU

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IRONWOOD, MICHIGAN

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Ironwood, Mich.

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Geogebic County, Mich.

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Issued in 1903



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SKETCH OF THE GREAT GOGEBIC RANGE

BY L. P. M. BUCK

High before them "rose the forest,
Rose the black and gloomy pine trees,
Rose the firs with cones upon them,

Bright before them beat the water,
Beat the clear and sunny water,
Beat the shining Big Sea Water."



WHEN THE HARDY and picturesque voyagers who daringly ventured sail in early days, along the South shore of the "Great Unsalted Sea," and viewed the uprising hills of New France, crowned with "their forests primeval," who among them could have dreamed that beneath their sheltering foliage lay stored the wealth of a Creosus. Seeking for furs they flaunted fortune, never dreaming she lay in wait so near them.

Paddling along, themselves and their great canoes gay with color, oftentimes in the shadows where up and down the shore

"Rolled billowy lines of hills now dark, now green,
Each after each in softening slopes that rose"
In the far distance to the horizon's brim.
"And when the sunlit rays grew long across

The trees and streams, and the suns radiant self
Dropt' swift and bright behind the farthest hill
Then was the silence broken."

By chanson or merry hunter, but the Spirit of the Waters or the forest whispered not to them their secrets.

It remained for the brave and adventurous of later days—when in the course of events New France was no more and Michigan had become a state "full fledged" and growing, to discover and develop the treasures hidden for ages in the mystery of the hills.

In a report on the geological survey of Michigan, early in the 70's attention was first directed toward the locality now known world wide as "The Great Gogebic Range." A continuous chain of forest grown rock ribbed hills almost mountainous in size running a distance of fifty miles—from Lake Agogebic in Michigan, on the east, to the Bad River in Wisconsin on the west.

At that time Ontonagon County embraced the whole western end of the Upper Peninsula; its county seat, the village of Ontonagan, located in the Northeastern part of the county directly on the shore of Lake Superior. At that time very little was known of this locality—and very vague ideas were entertained of the Upper Peninsula in general, it being the prevalent opinion that the climate was too cold and the country too bleak and barren for a habitable land.

Later geological surveys confirmed the first report, that rich deposits of iron ore were only awaiting development. A few adventurous ones were even on the ground—and though there have been many claimants as first discoverers, it is now popularly credited to one, who poor and aged is living the life of a hermit somewhere on the north shore of Lake Gogebic. Let that be as it may, the fact remains that but few who bore the brunt of the hardships attendant upon those early days of discovery, have reaped the benefit of their labors.

In 1879 a tract of land was located for the “Lake Superior Ship Canal, Railway and Iron Company” on which iron ore was quickly found, and nearly all the later discoveries of ore have been found on or near the line of this tract. Discovery was quickly followed by development. As a rule it has been those who profiting by the knowledge gained from others and who were able to bring about development, who have reaped financial benefit. Many of those who should have profited, aired their knowledge to others who were shrewd enough to value what they had gained and hold to it. Excitement grew as new explorations and developments proved successful and people rapidly came flocking in.

In October, 1884, the Milwaukee Lake Shore & Western Railway entered the southeastern corner of the county, and at the close of the year trains were running into Ironwood, then a mere hamlet in the wilderness, with a few shacks for dwellings and foot paths leading to and from. On the advent of the railroad a floodtide of emigration set in, and soon the lonely wild was transformed into a scene of the liveliest activity. Towns sprang up like magic and where once had been heard only the call of the wild creatures of the forest, there rang out the whistle and whirr of engine and mill, and the voices of myriads of men. From the Colby mine where explorations first began, other explorations extended, until the entire range became almost a continuous chain of operations.

It was not long before the infant towns of Wakefield, Bessemer, Ironwood and Hurley were “en rampant” and in less than ten years Ironwood alone was credited with a population of 15000 people. When it had become an assured fact that the supply of ore was seemingly inexhaustible—and the towns safely established; with the rapid influx of people and consequent increase of county business it was found impossible to get along with the county seat so

distant and inaccessible, particularly during the winter months. It was decided to call a meeting to arrange for a division of the county, which was amicably effected June 4, 1886, with but one opposing vote. From the old Indian name Agogebic, the A was dropped and the name Gogebic given the new county. A bill was drafted, presented to the legislature and February 2, 1887, it passed both houses and was put into immediate effect. Both Ironwood and Bessemer being anxious to secure the county seat a hot contest ensued in which Bessemer won, and a fine new court house and jail, built of Lake Superior brownstone were in due time erected.

It might be mentioned here that the eastern portion of Ashland County also, for the same good reasons desiring to form a new county, were not so fortunate in bringing about the desired result, the western part so bitterly opposing it that the bill for that purpose presented to the Wisconsin Legislature was defeated for a time. It has since then, however, been accomplished and the new county of Iron formed, with Hurley as the county seat.

Although Wakefield, Bessemer, Ironwood and Hurley started with seemingly equal chances, Ironwood rapidly became the leading town of the range and in 1889 became an incorporated city. When we consider that less than two decades ago, where Ironwood now stands was an unbroken wilderness it seems marvellous indeed that it could have in so short a period attained to the conservative and substantial position it now holds. It has passed through speculative frenzies and hard times and on the 17th of September, 1887, was swept by a disastrous fire—leveling nearly all of the business part of the city, yet it has steadily advanced to its present importance. It has always been unique, original and prodigiously enterprising.

Handsome business blocks, some of them built of the beautiful and enduring Lake Superior brownstone—utilized for the finest buildings in all the northwestern cities—a handsome city hall of brick and brownstone combined, a large new three story high school built of stone, a three story central or grammar school, a handsome new building for a dramatic science school, a fine kindergarten building and five large two story ward schools, complete the list. All of these schools are well equipped with necessary apparatus—and have fine grounds—a number possess pianos, and numerous copies of works of art in painting and sculpture adorn the schoolrooms and halls.

Of church buildings, the Methodist, Presbyterian and Episcopal embrace the English speaking audiences; two Catholic, one Polish, the other combining the French, Irish, American and German population, Swedish Mission, Swedish Lutheran, Methodist and Baptist, with two or three Finnish churches for the Scandinavian and one German Lutheran.

Ironwood has a splendid electric light plant, utilized in all the business houses, offices, streets, the mines, above and below the surface, and all of the best houses of the city. It also furnishes power for a finely equipped street car line which connects the two cities of Ironwood and Hurley. A fine sewerage and water service, fire alarm and telephone systems, have long been at the service of the people. A Carnegie Library well equipped with books, and the leading magazines is last but not least on the list.

In a town affording all these facilities, can always be found fine houses, which Ironwood does not lack, and can also count a more than average number of very pleasant ones. Many handsome new residences have been built during the past three or four years and old ones improved, until the once crude and rudely built town is rapidly becoming attractive.

The rapid growth of Ironwood is owing partly to its superior location, but principally to the fact that the largest and best producing mines are located within the city limits or in close proximity to it. For that reason it gives an immense business to the two railroads—the Northwestern—formerly the Milwaukee Lake Shore and Western and the Wisconsin Central, which found its way onto the Range soon after the Lake Shore. They transport all the ore from the Range to the great ore docks at Ashland, where it is shipped to outside markets. The Duluth, South Shore & Atlantic Railroad runs close by and has stations four and a half miles north of Ironwood and two miles north of Bessemer. Connection is made with it also by way of the “Scoot” the regular Range train of the Northwestern road at Saxon, giving a direct route to Marquette, the Soo and all eastern and southern points, as well as Duluth, St. Paul, Minneapolis and West. The two roads first mentioned give daily and regular communication with Chicago, Milwaukee and other points South, and from Ashland through to the Pacific Coast. The Range people have always appreciated the splendid service these roads have afforded them in the past.

Ironwood is large, embracing within its chartered limits, the city proper, the outlying suburban towns of Jessieville and Monticello and the “locations” of the “Big Norrie,” “East Norrie,” “Aurora,” “Newport” and “Ashland” mines, each location a village of itself, made up of miners’ homes and stores. Jessieville has a church and numerous stores and is the site of the “Newport” mine.

Bessemer being the county seat is closely identified with Ironwood and its history largely identical. It is prettily situated in a valley seven miles east of Ironwood and has a number of churches, a handsome new High school building, electric light plant, water service and sewerage. Pleasant homes abound and the streets are broad

and well kept. The great "Colby" mine is located here, the first one to be developed on the Range, and where the ore lay so near the surface it was discovered without the aid of pick or shovel. The "Colby" and the "Ironton" are now the properties of the Corrigan & McKinney Company. The "Jackpot" is the property of the Jones & Laughlin Steel Company, and the "Yale" is operated by the Ashland Iron & Steel Company. These mines are all located at Bessemer and are good producers of fine grade ore.

Wakefield, at first thought to be the most promising of the Range towns, has a fine school building, three churches and a few business buildings. It is prettily situated on the South side of Sunday Lake, a lovely sheet of water nearly two miles long. The mines at Wakefield are the "Brotherton" the property of the Brotherton Iron Mining Company, the "Sunday Lake," owned by the Sunday Lake Mining Company, the "Pike," the property of the Pike Iron Mining Company, the "Comet Mine" operated by the Castile Mining Company and the "Mikado," the property of the Verona Mining Company.

At Ironwood, the Oliver Mining Company's properties comprise the "Big Norrie," "East Norrie," the "Aurora," and "Pabst," all within the city limits, the "Puritan," a producing mine at which improvements are being made, situated east of town, "The Tilden," at Bessemer, the "Chicago," at Wakefield and the "Atlantic," at Iron Belt, ten miles west of Ironwood. This company also owns the "Geneva," "Royal" and "Section 13," all new explorations, which bid fair to become good producing mines. The Newport Mining Company own The "Newport," located in Ironwood and the "Palms" and "Anvil," in Bessemer—all producing mines. The "Ashland" mine, also located inside Ironwood city limits is the only producing mine owned by the Cleveland Cliffs Company on this Range, but they have large holdings elsewhere. The "Germania Mine," at Hurley, is the property of Pickands, Mather & Company. The "Cary" and "Windsor," at Gile, are properties of the Verona Mining Company, the "Ottawa," also at Gile and the "Montreal" further west, are both the property of the Montreal Mining Company.

Hurley is romantically situated; nestled among the hills, which, rolling away in the blue distance until they skirt the borders of the great Lake Superior, form a wildly beautiful and picturesque landscape. Separated from Ironwood only by the rust red waters of the "raging Montreal," and connected by the street car line—they are locally termed the "Twin Cities." It has a fine brownstone court house, a handsome new brick high school, several churches and numerous pretty residences. It has also a fine hotel, built in the early day at great expense. The Range hotels have always been popular with the traveling public.

The Scott & Howe Lumber Company are also located in Ironwood, on the east branch of the Montreal River; Cary, Gile and the Montreal mines are simply locations, although at Gile is located the big mill of the Montreal River Lumber Company, which handles the logs run down the west branch of the Montreal River. Iron Belt is ten miles due west from Hurley and has a fine new church and school house, several business houses and is the location of the "Atlantic" mine.

While the mining interests are the cause and support of the Range towns, should they fail for lack of ore, the farms being rapidly developed all through this and adjoining counties, would in time sustain the towns. A county fair has been held here a number of seasons and the farm exhibits on display have astonished all who had thought it impossible to raise crops in this part of the country. Hay, oats, potatoes and all common vegetables and hardy fruits and flowers grow well and make feasible the opening up of fine farms. A large number of the Scandinavians and Finns are leaving the mines for farms and a few years will note a great change in the aspect of the country in consequence. The Montreal, the Black and Presque Isle Rivers in Michigan, and the Bad River in Wisconsin while little known abroad, are locally known to possess features picturesque in the extreme—all running toward the great lake, nearly two thousand feet below their source, the falls of varying height and the tumultuous rapids along their course, are visited often by lovers of the beautiful in nature, that their wild charm may be captured by camera and brush. The lakes of the Range country are remarkable for their picturesque beauty. Gogebic, the largest of them all, forming one of the chain of lakes which reaching down into Wisconsin number many hundreds and most of them so connected by water-ways or thoroughfares as they are locally termed, that they afford the finest opportunity for boating imaginable; the finest game fish abound in these waters and they are rapidly attracting people from the large cities who are making summer homes along their shores. Game is abundant in the woods also and affords fine sport when the season is open.

Were it possible to enter into detailed history of the Great Range it would take volumes, so much of romance and of tragedy has been enacted, and so much of the practical achievements of men combined with the marvelous revelations, of the long hidden secrets of old Mother Earth. 3,663,484 tons of ore is said to be the output of the Range mines for 1902. What does that mean? The product of how many men's daily toil and the sacrifice of how many lives? What enormous expense to produce, and what magnificent returns.

History of Ironwood, Michigan

BY THE
HISTORIAN OF THE
IRONWOOD ROTARY CLUB



The Ironwood Rotary Club
No. 966
Meets each Wednesday noon
at the St. James Hotel
Ironwood, Michigan

National Publishing Company

Prepared in 1950

The saga of Ironwood consists of a series of episodes centering around the discovery of iron ore on what is known geologically as the "Gogebic Iron Range."

As has always been the case, the story of the Gogebic Range is a combination of hard and patient research, mixed with the glamor of accidental discovery.

The city of Ironwood was first settled in the spring of 1885. The chief factor for establishing a town at this particular place which we call Ironwood was to tap the Gogebic iron ore district. For this purpose the Milwaukee, Lake Shore and Western Railway Company, now the Chicago and North Western Railway Company, built a line from Watersmeet, Michigan, to Ashland, Wisconsin. A commercial center seemed to be a good idea, right on the Michigan-Wisconsin border on the Montreal River, hence, the beginning of the town of Ironwood as the commercial center of the iron district. Only a few settlers came before the railroad was completed. The trail-blazers came by boat to Ashland, and followed the railroad's blazed line to the new towns which began to appear along the right of way as the tracks were being constructed.

During 1884 a body of iron ore was discovered by J. L. Norrie, on the east limits of the town of Ironwood, which location afterwards became the famous Norrie mine. Following the operations at the Norrie, came the opening of other mines, among them being the Aurora, Pabst, Newport or Iron King, and the Ashland mine. At first the Aurora mine was an open pit mine, but then it became necessary to sink a shaft just as in the other mines.

The Pabst mine, for instance, was first discovered by John E. Burton. Among those prominent in the early mining deals in addition to Pabst and Burton were such men as Solomon S. Curry, Jefferson D. Day, Donald E. Sutherland, the Hayes Brothers and James Wood. The town was named after the latter, who was known as "Iron" Wood, hence the name "Iron-Wood" which eventually became "Ironwood."

The land on which Ironwood was built was owned by the Milwaukee Lake Shore and Western Railway Company. The land agent for the railroad company who sold the first lots in Ironwood was William L. Pierce, who later built and operated Ironwood's first opera house. The first streets to be opened and cleared of trees, were named Ayer, Suffolk, Aurora and Vaughn. These names are retained to this day.

The first hotel in Ironwood was built and operated by P. R. Walker. It was called the Walker House. The first home builders were J. D. Day, Thomas Hartigan, Matt Fitzsimmons and L. L. Wright. Among the first businessmen were A. Lieberthal, Hoxie, and Mellor, P. O'Neill, William Rothchilds, L. J. Laughren, Mullen and Kent, and Walter S. Goodland, founder of The Ironwood Times.

In 1887 the village of Ironwood was incorporated, it having been up to that time under township government. The president of the first village board was A. A. Hammond.

It was on September 17, 1887, that disaster came to the rapidly growing village of Ironwood, in a fire that destroyed a large part of the down town business section. However, the people were not discouraged, and they began to construct a better type of building.

The growth of the village was so rapid, that in 1888 the citizens realized the necessity for better government. Consequently, the legislature was petitioned to incorporate the village as a city. It was not, however, until April 8, 1889, that the legislature finally granted the petition, and the governor's signature was received on that date. Ironwood then began to function under the aldermanic form of government. The first election under the city charter was held on April 24, 1889. The total vote cast was 1,266 and Nathaniel Hibbert was elected mayor.

In September of 1889 the citizens of Ironwood voted to construct the first main sewers in the city. The contract was given to Peter Meegan to construct a sewer from

Vaughn street on Suffolk street to Ayer Street, and West on Ayer street to the Montreal River. During the same year permission was granted to A. L. Dickerman, J. D. Day and G. K. Newcomb to build an electric lighting system in Ironwood. Also, during that year, through train service began over the Chicago and Northwestern from Ironwood to Milwaukee and Chicago.

It was in 1890 that the Gogebic Electric Railway and Light Company was organized and a street car line of four miles was built that gave service to Ironwood, Jessieville and as far as Hurley and Gile on the Wisconsin side.

After the panic of 1893, there came to Ironwood a man by the name of Thomas F. Cole, as superintendent of the mines for one of the large operators. It is said that Cole is the man who actually put life into the mining industry on this iron range. This young fellow attracted the attention of Ferdinand Schesinger, then known as the "iron ore king." As the result of Cole's ability, confidence, willingness to work, courage, and loyalty, the mining interests were saved from ruin. Among the other men who got into the mining picture at this time were D. E. Sutherland, Captain George Brewer, John H. McLean, just to mention a few.

In more recent years a period of Ironwood's history that still receives a great deal of comment is 1922 when the mayor was James McNeill. He was an attorney and his political and legal ability make a story that would fill many pages.

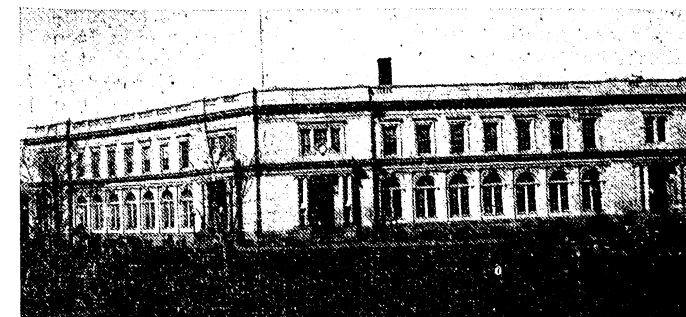
On April 6, 1925, a city charter commission was elected, and it consisted of Robert A. Douglas, as chairman; Henry Rowe, H. M. Wick, Fred J. Jeppesen, George F. Coons, Richard P. Zinn, Abe N. Ladin, Byron M. Brogan and John F. Kluck. The commission-manager charter was adopted on March 8, 1925, and the city charter became effective March 7, 1925. The city commission was elected on April 6, 1925, and the members of the commission qualified and took office April 13, 1925. The first city com-



Luther L. Wright High School



Gogebic Country Club



Municipal and Memorial Building

Photos by Range Photo Service

mission was composed of the following members: John B. Patrick, mayor; G. F. Coons, R. P. Zinn, H. M. Wick, and J. A. Jones.

The political history of Ironwood is a story by itself, but suffice it to say that no city can claim that its elections have ever been any "hotter." Believe it or not, Ironwood even had two mayors at one time. In 1946 a movement was started to modernize the city charter and finally on March 3, 1947, a new city charter was adopted at a special election. The first election of officers under the new charter was held on April 7, 1947, at which time there were elected seven commissioners, a city manager, clerk, attorney, treasurer, and assessor hold office by virtue of appointment by the city commission.

In 1950 members of the City Commission are John Chappell the mayor, A. W. Bulinski, Walter F. Olson, Walter Wick, Russel Liimakka, Abe N. Ladin and Henry Haavisto. The city manager is Henry L. Levens and the city attorney is L. J. McManman.

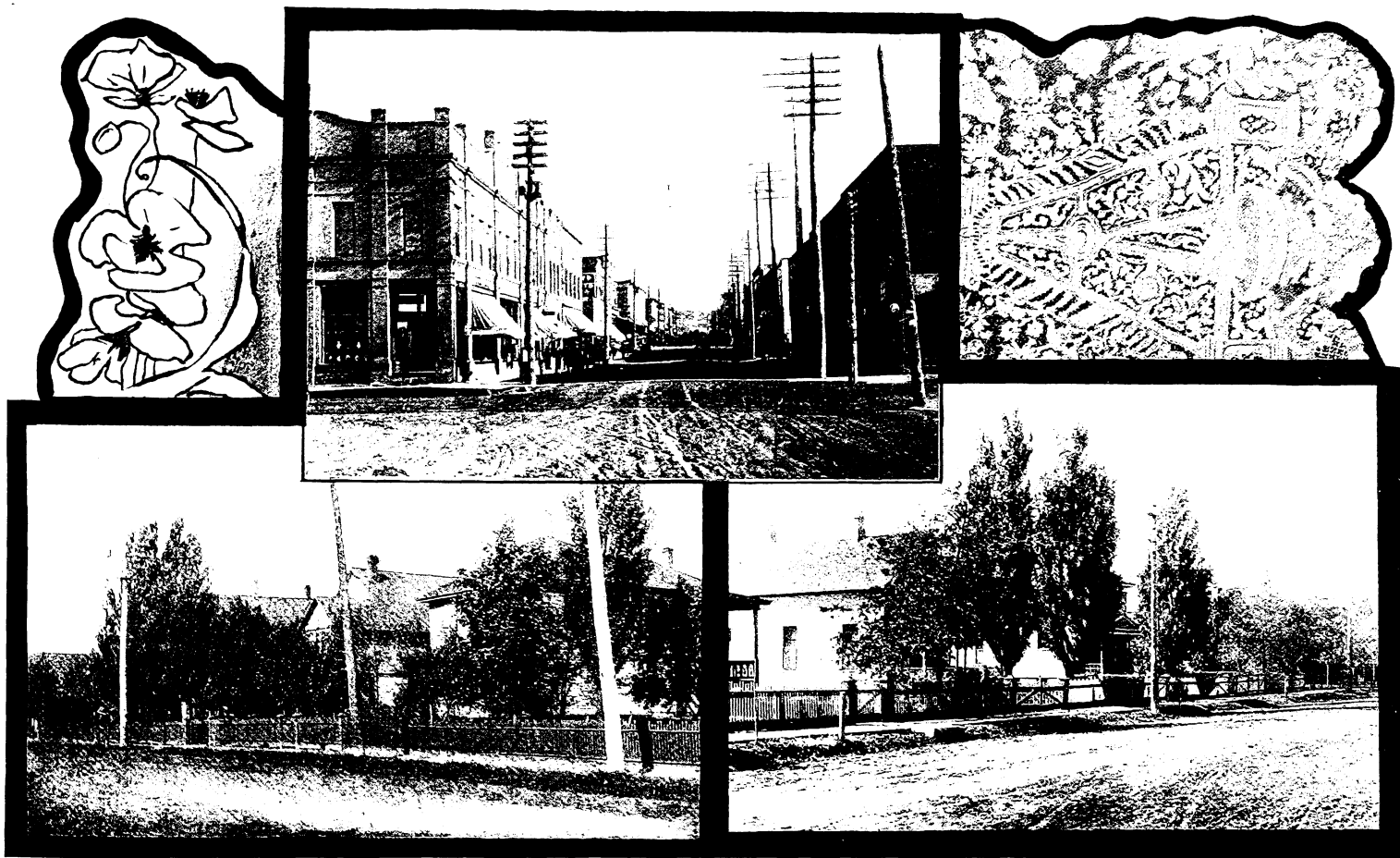
Ironwood boasts of its Gogebic Junior College, the Community College of the area. There are also in the city both a public and parochial high school and four public grade schools and two parochial grade schools. A. E. Erickson is the president of the local college and Superintendent of the public schools. Dr. R. D. Chadwick is dean of the college.

There are twenty churches in the city, three hotels and fifteen club rooms. There are eight parks and playgrounds including lighted fields for night athletic events. Ironwood has thirty-five doctors and dentists, two banks, three hospitals and four hundred eighty-six professional and business establishments.

The City of Ironwood is known as the shopping center of the Gogebic Iron Range where the Wisconsin lakelands meet the Michigan highlands. There are four distinct seasons of the year. The source of wealth consists of the activities in the business and professional district, iron ore mining, logging, lumbering, a glove factory, a trailer factory and a host of small industries. There are approximately seven hundred fifty farms on the Gogebic Iron Range and dairying is the most profitable. Employment is fairly normal even during seasonal changes. The cost of living is average and the residents of the Gogebic Iron Range are a self-sustaining people insofar as it is possible in our American way of life.

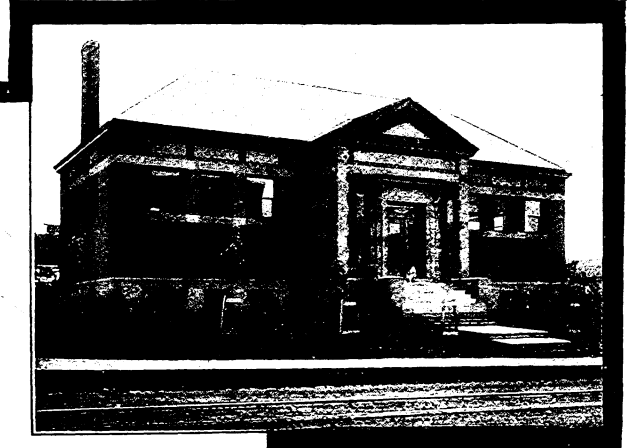
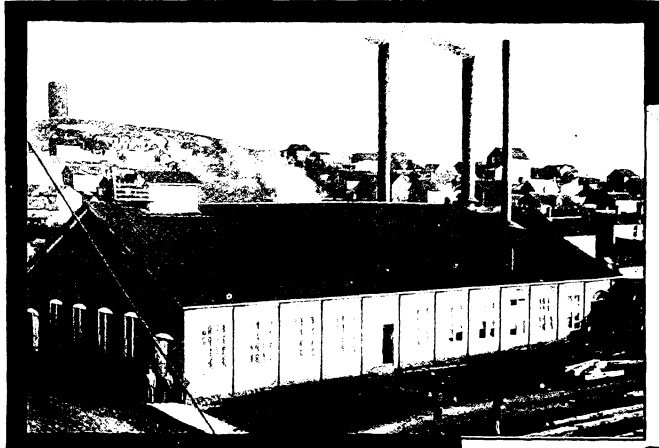


BIRD'S-EYE VIEW OF IRONWOOD, MICH., AND HURLEY, WIS.



Suffolk Street, Ironwood, Mich.

Views of McLeod Avenue, Ironwood, Mich.



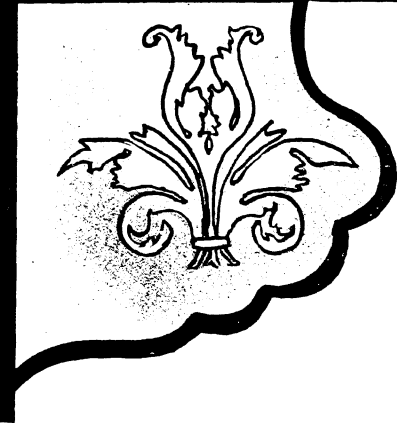
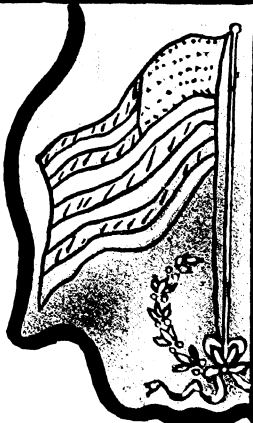
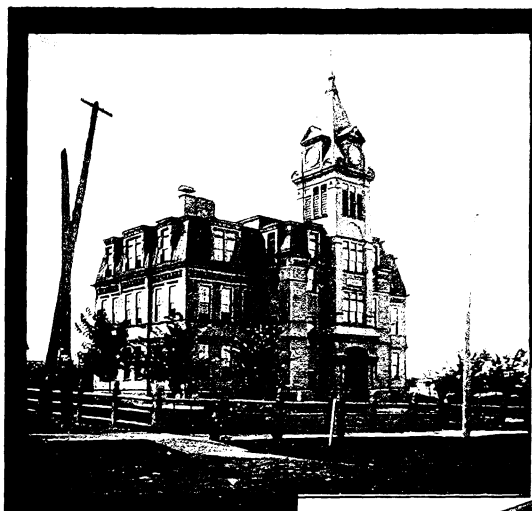
Power Plant of the Twin City General Electric Co.
PHOTO BY J. OLLI.

VIEWS OF IRONWOOD, MICH.

City Hall.
PHOTO BY J. OLLI.

Carnegie Library.

1890 - \$30,000⁰⁰



Central School.

VIEWS OF IRONWOOD, MICH.

Luther L. Wright High School.

PHOTO BY HAUGEN.

Froebel Kindergarten School.



North School.

Newport School.

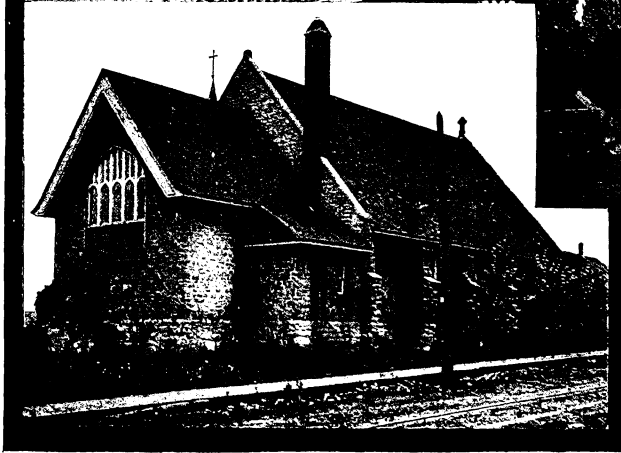
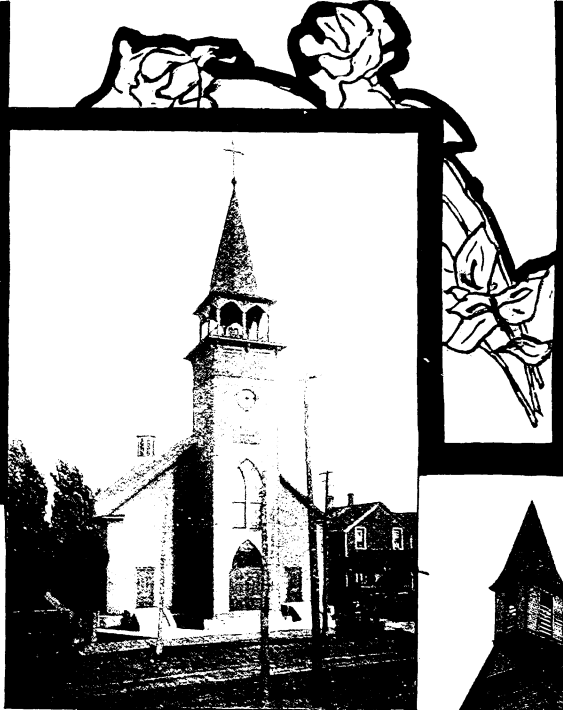
IRONWOOD, MICH., SCHOOLS.

Aurora School.

PHOTO BY J. OLLI.

Norrie School.

Ashland School.



WHERE IRONWOOD PEOPLE WORSHIP.

First M. E. Church.
Church of the Transfiguration.

St. Ambrose Catholic Church.

St. Michael's Catholic Church.
Presbyterian Church.



WHERE IRONWOOD PEOPLE WORSHIP.

Jesseville Methodist Church.

Swedish Lutheran Church.

St. Paul's Finnish Church.

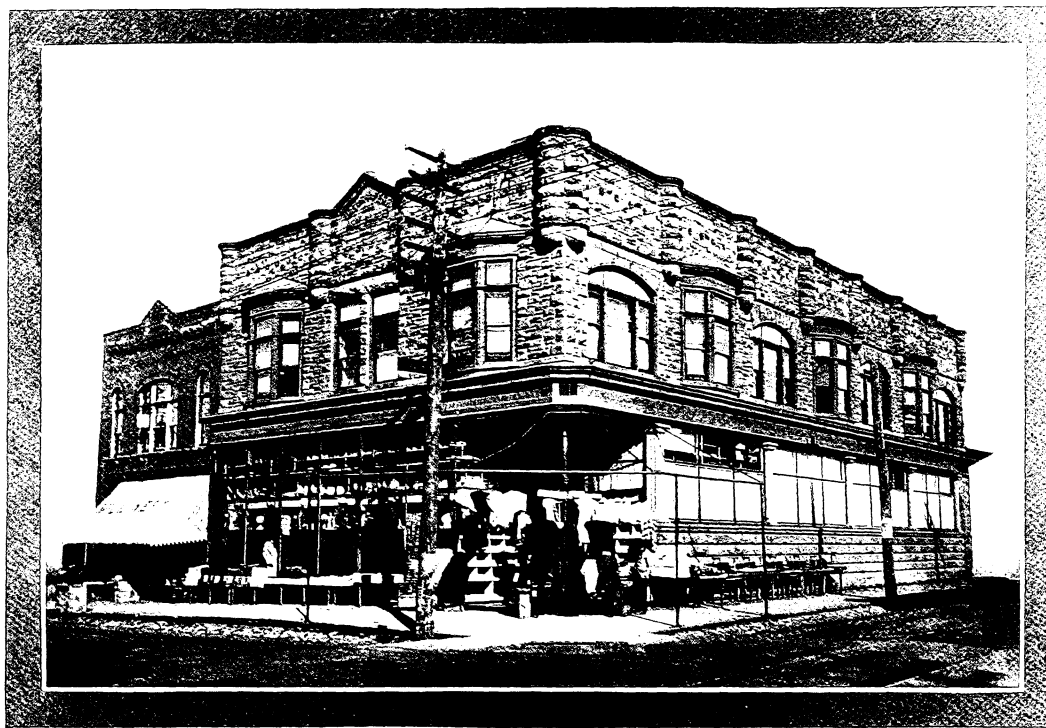
Swedish Baptist Church.

Swedish Mission.

Swedish Methodist Church.

PHOTO BY J. OLLI.

Finnish American Church.



Davis & Fehr Block, Ironwood, Mich.

PHOTO BY HAUGEN.

1890



Ironwood Store Co. and Williams Block.
First National Bank Block.

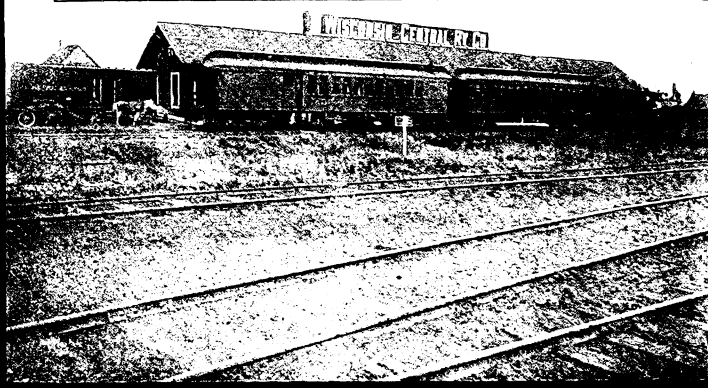
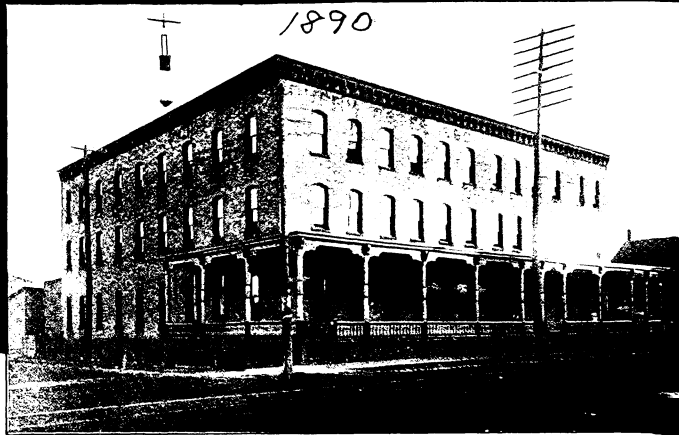
VIEWS OF IRONWOOD, MICH.

Bank of Ironwood Block.
Prescott Block and Peoples Bank.

1889

1890

1890



VIEWS OF IRONWOOD, MICH.

W Curry Hotel, James H. Cannon, Proprietor.
Wisconsin Central Railway Depot.

H St. James Hotel, H. Nelson, Proprietor.
Chicago & North-Western Railway Depot.



Union Hospital.

VIEWS OF IRONWOOD, MICH.
Office of Oliver Iron Mining Co.
Two Views of Suffolk Street, Snowbound.

St. Ambrose School.



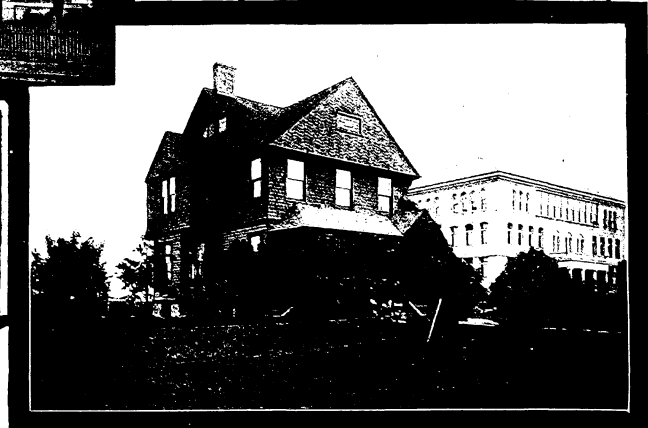
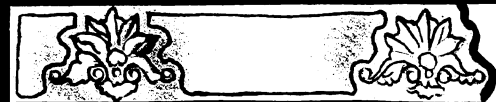
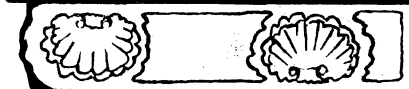
REPRESENTATIVE HOMES OF IRONWOOD, MICH.

Residence of Soloman S. Curry.

Residence of C. M. Humphrey.

Residence of J. H. McLean.

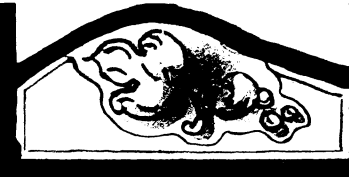
Residence of Norman W. Haire.



Residence of H. F. Ellard.
Residence of Dr. A. H. Thomas.

REPRESENTATIVE HOMES OF IRONWOOD, MICH.
Residence of D. E. Southerland.

Residence of Julius Wetzler.
Residence of James H. Goudy.



Residence of J. H. Taylor.

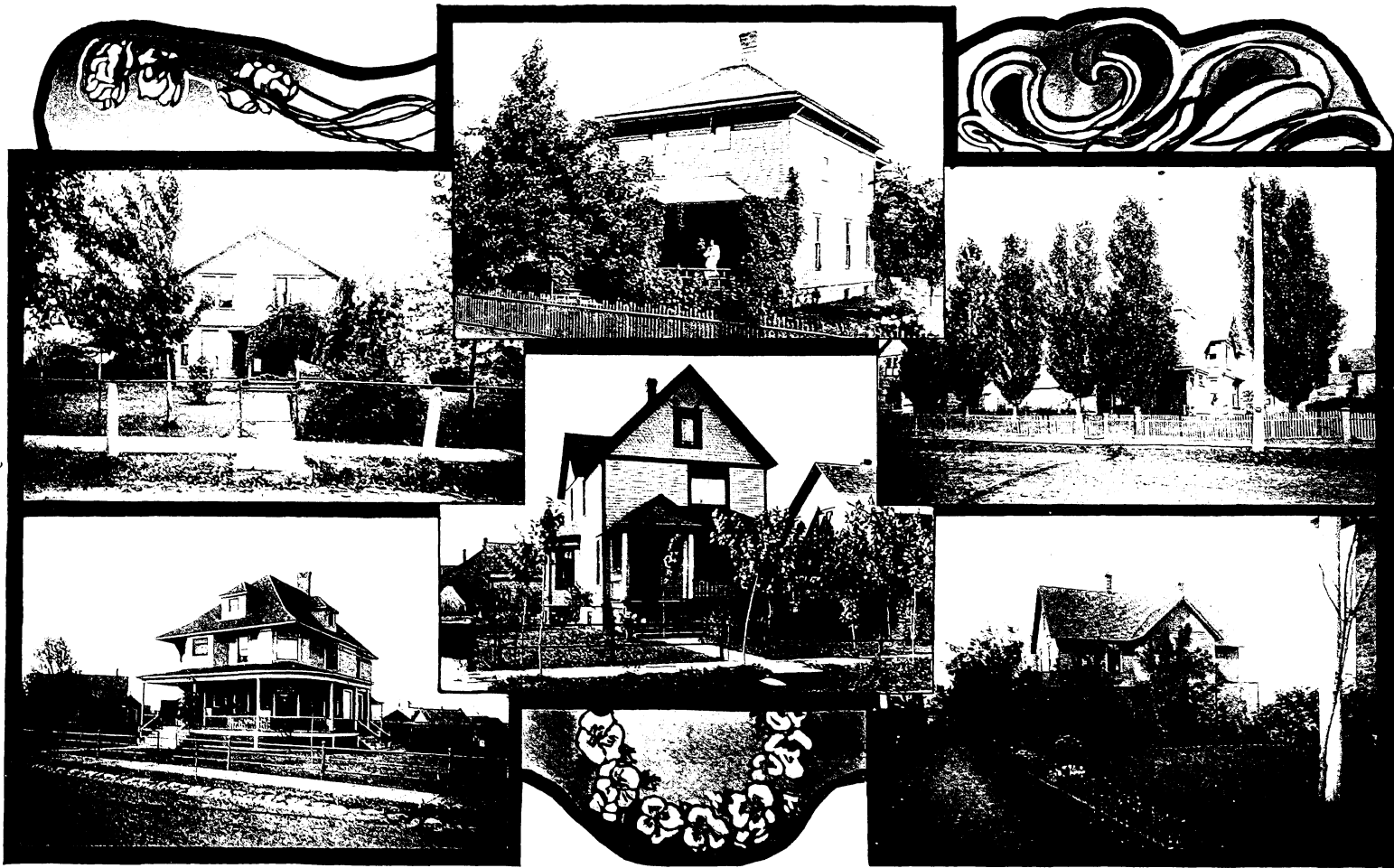
REPRESENTATIVE HOMES OF IRONWOOD, MICH.

Residence of F. H. Kearney.

Residence of Max Stevens.

Residence of H. F. Jahn.

Residence of G. M. Cornell.

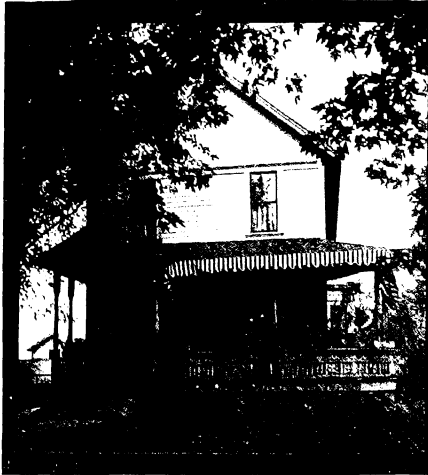
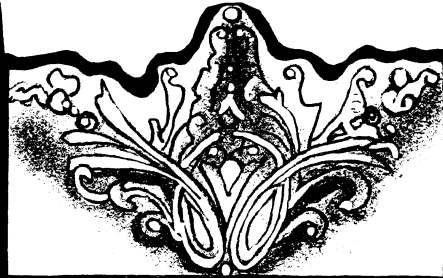
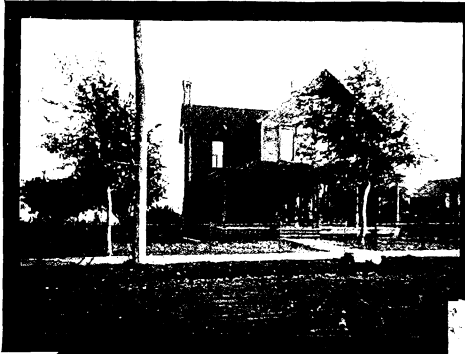


Residence of Dr. Geo. E. Moore.
Residence of F. H. Lesselyong.

REPRESENTATIVE HOMES OF IRONWOOD, MICH.

Residence of E. B. Williams.
Residence of F. W. Crosby.

Residence of Wm. Nast.
Episcopal Rectory.

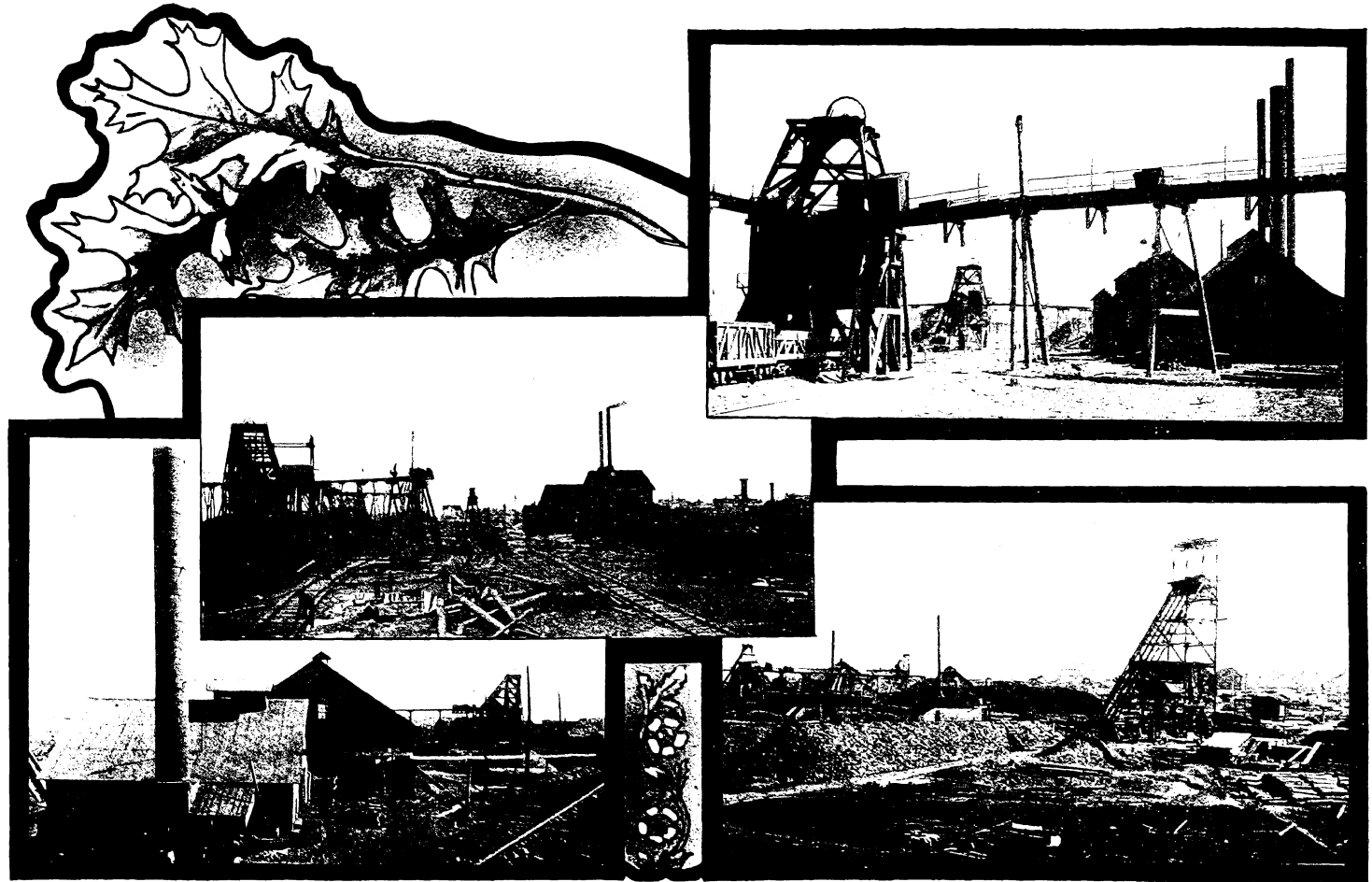


REPRESENTATIVE HOMES OF IRONWOOD, MICH.

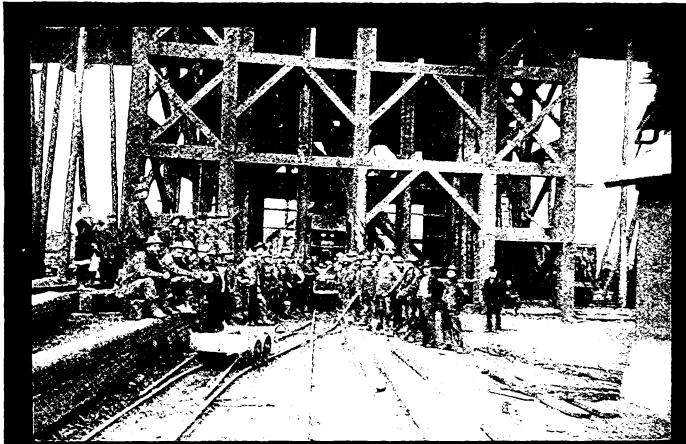
Residence of J. S. Monroe.
Residence of J. Davis.

Residence of Dr. H. E. Fox.
Residence of Fred Fehr.

Residence of Prof. L. L. Wright.
Residences of J. C. Thomas and Charles Healy.



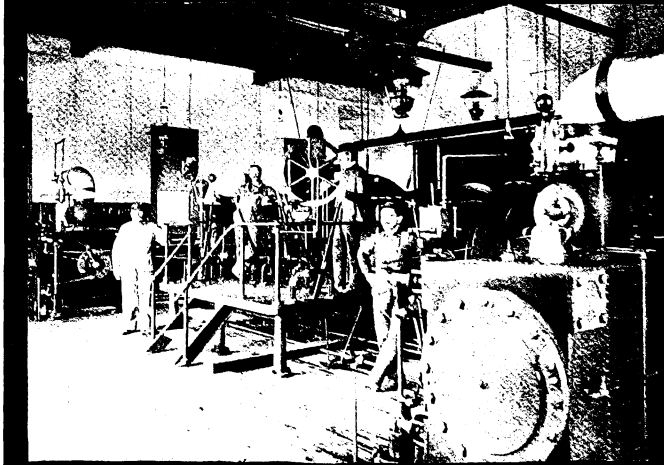
Views of the Norrie and East Norrie Mines Ironwood, Mich.
Property of the Oliver Iron Mining Co.



Miners Ready to go Underground at "B" Shaft,
East Norrie Mine.



Shops of the Oliver Iron Mining Co.



Interior View of Engine House at East Norrie Mine.

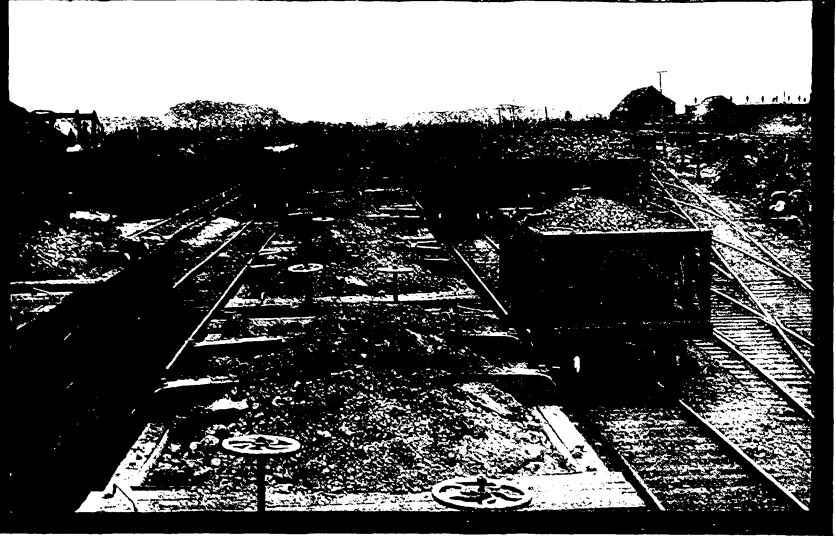
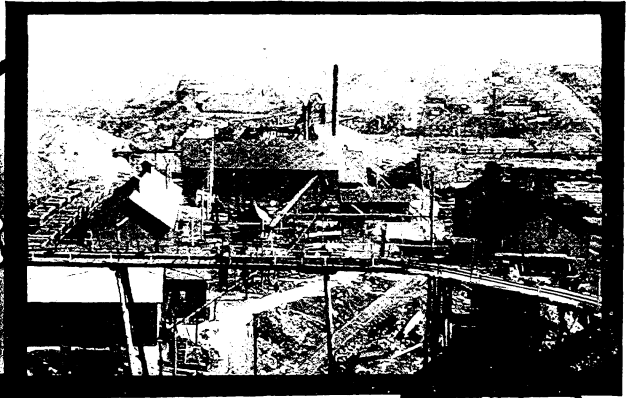
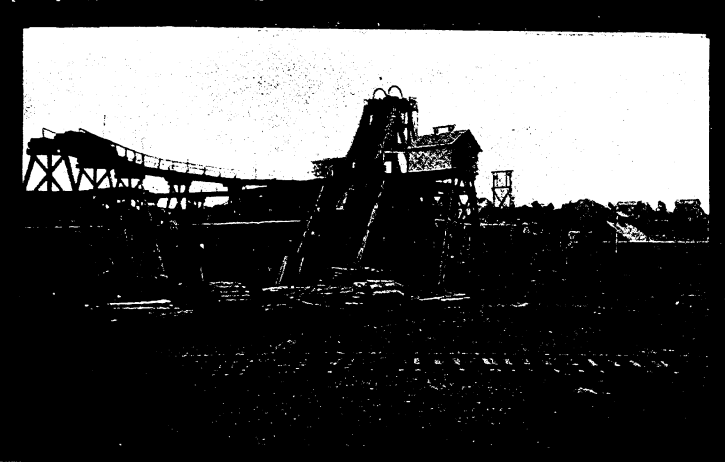
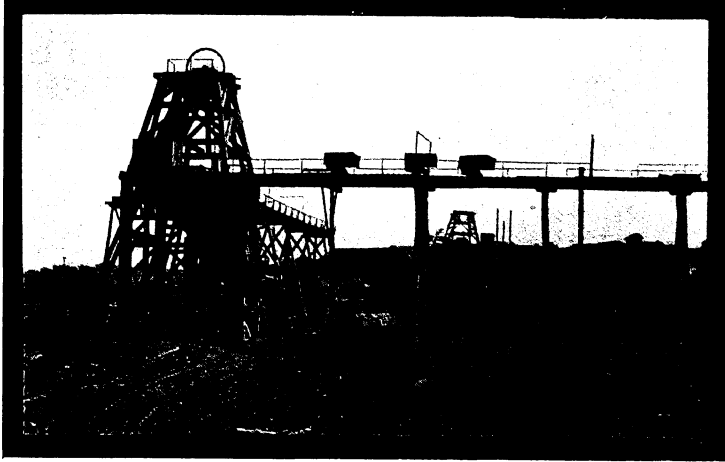
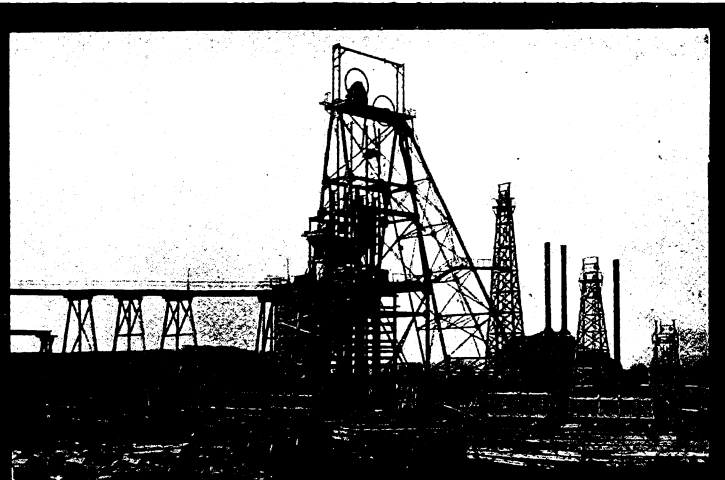
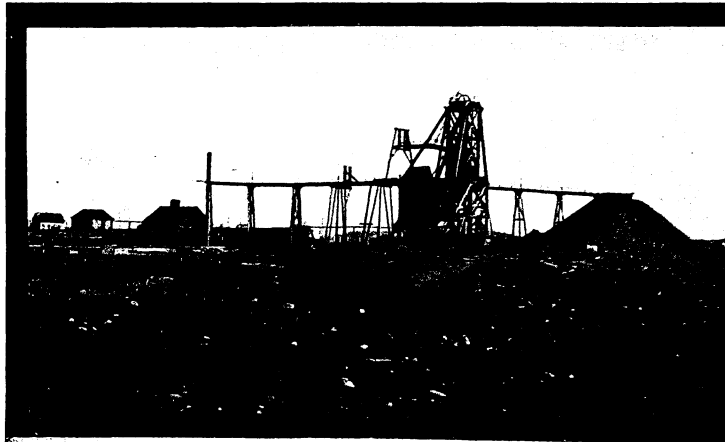


PHOTO BY J. OLLI.
The Ore Yards during the Busy Season.

VIEWS OF IRONWOOD, MICH.



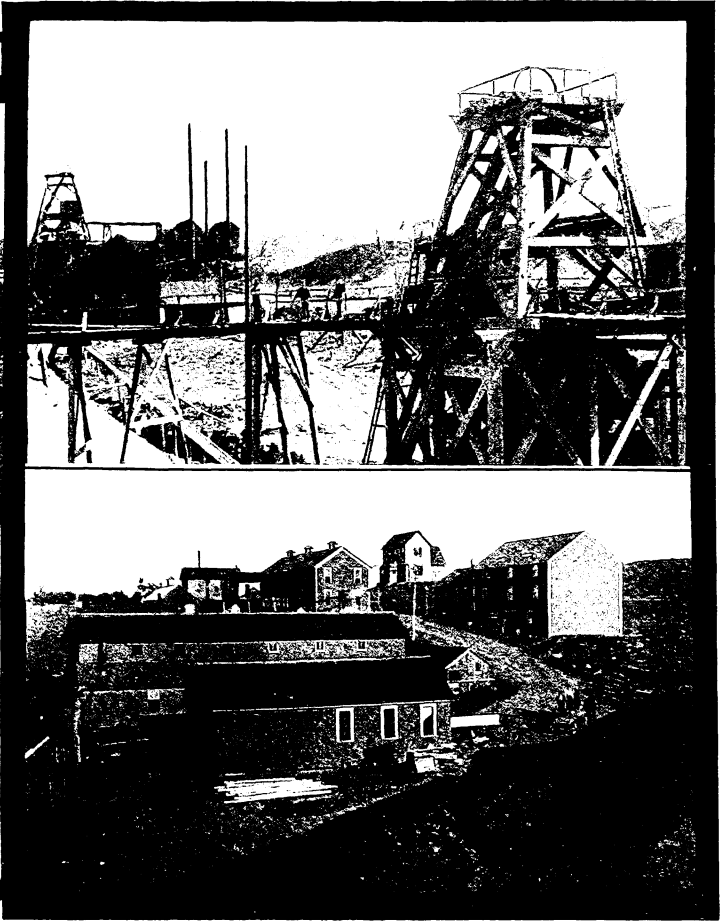
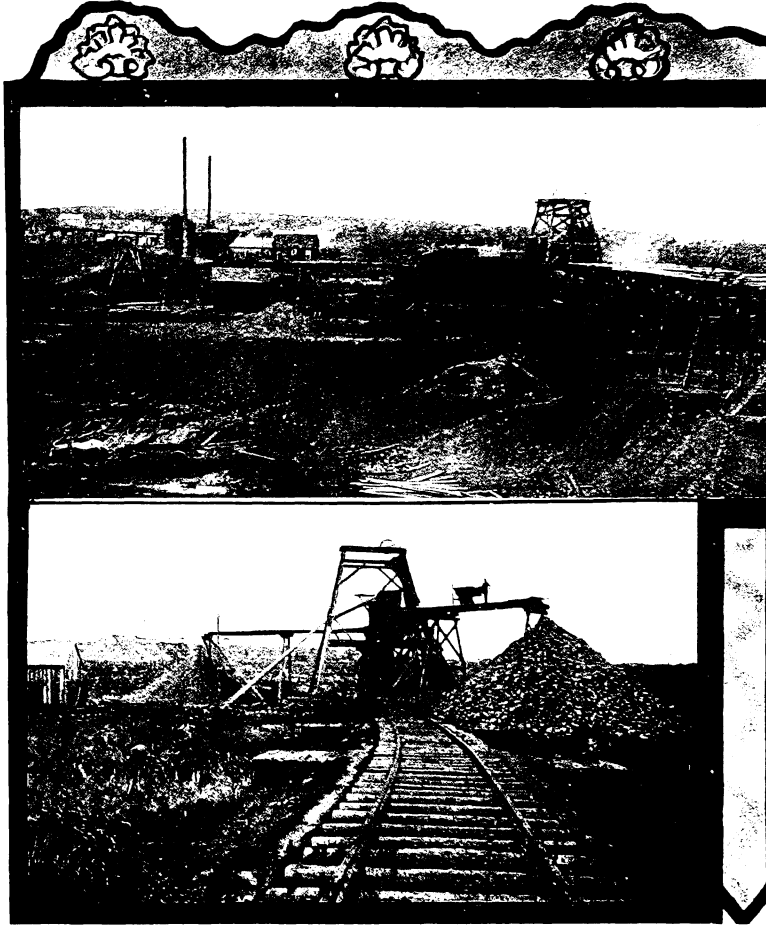
Views of the Ashland Mine, Ironwood, Mich.
Property of the Cleveland-Cliffs Iron Mining Co.
PHOTOS BY J. OLLI.



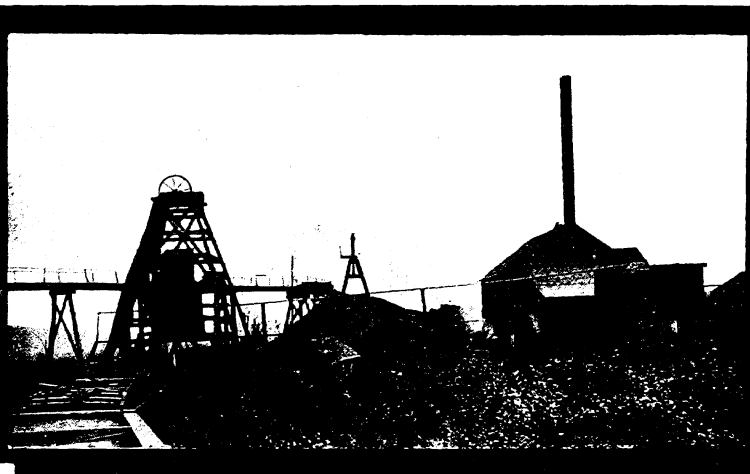
Views of the Pabst Mine.

MINES AT IRONWOOD, MICH.
Properties of the Oliver Iron Mining Co.

Views of the Aurora Mine.



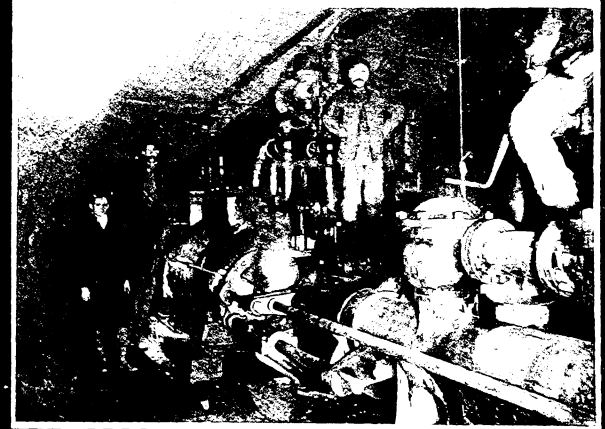
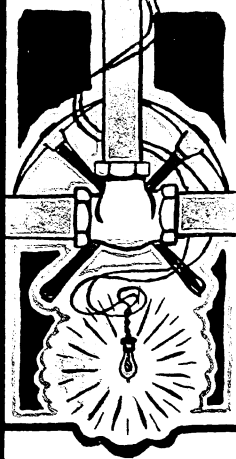
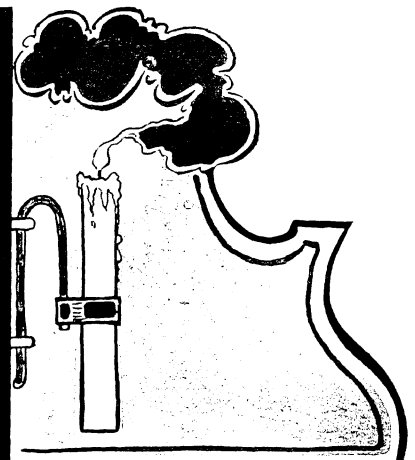
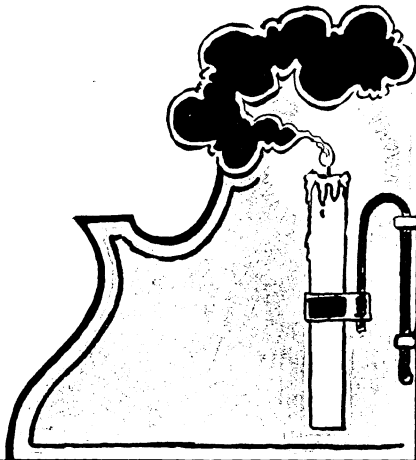
Views of the Newport Mine, Ironwood, Mich.
Property of the Newport Mining Co.



VIEWS OF IRONWOOD, MICH.

View in Gogebic County Fair Grounds.
The Royal Mine, property of the Oliver Iron Mining Co.

Geneva Mine, property of the Oliver Iron Mining Co.
The Scott & Howe Mill.

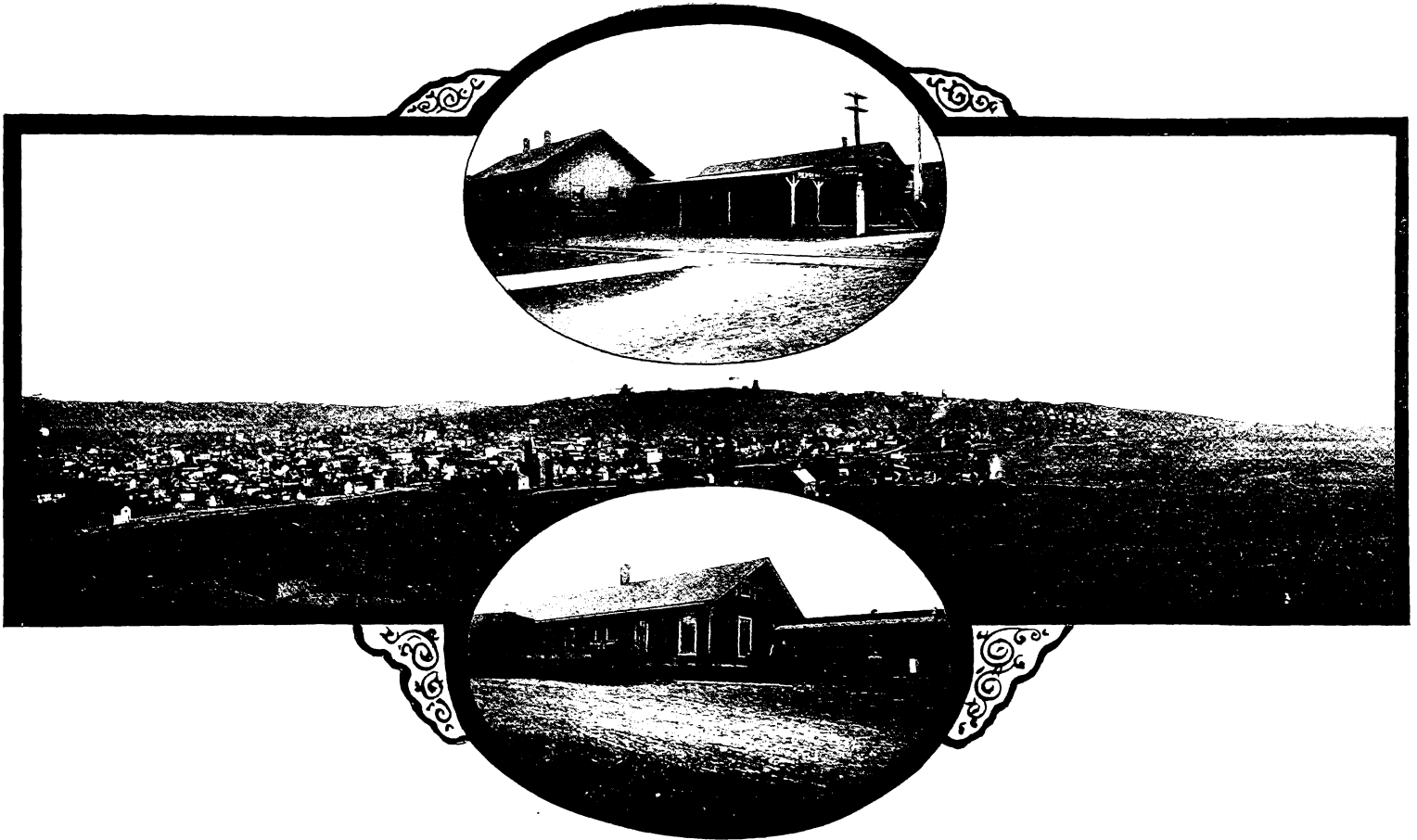


Underground Views of the Norrie Mine, Ironwood, Mich.

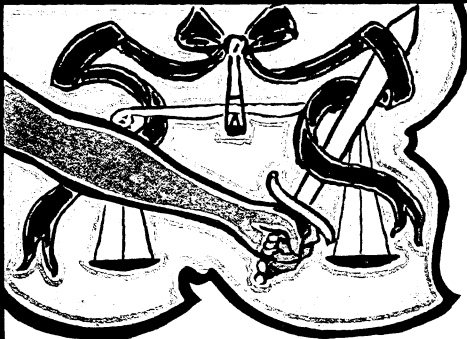
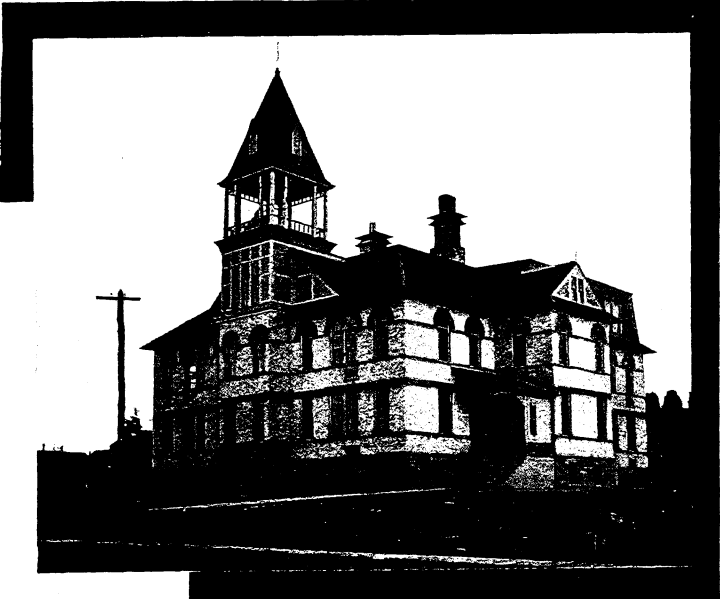
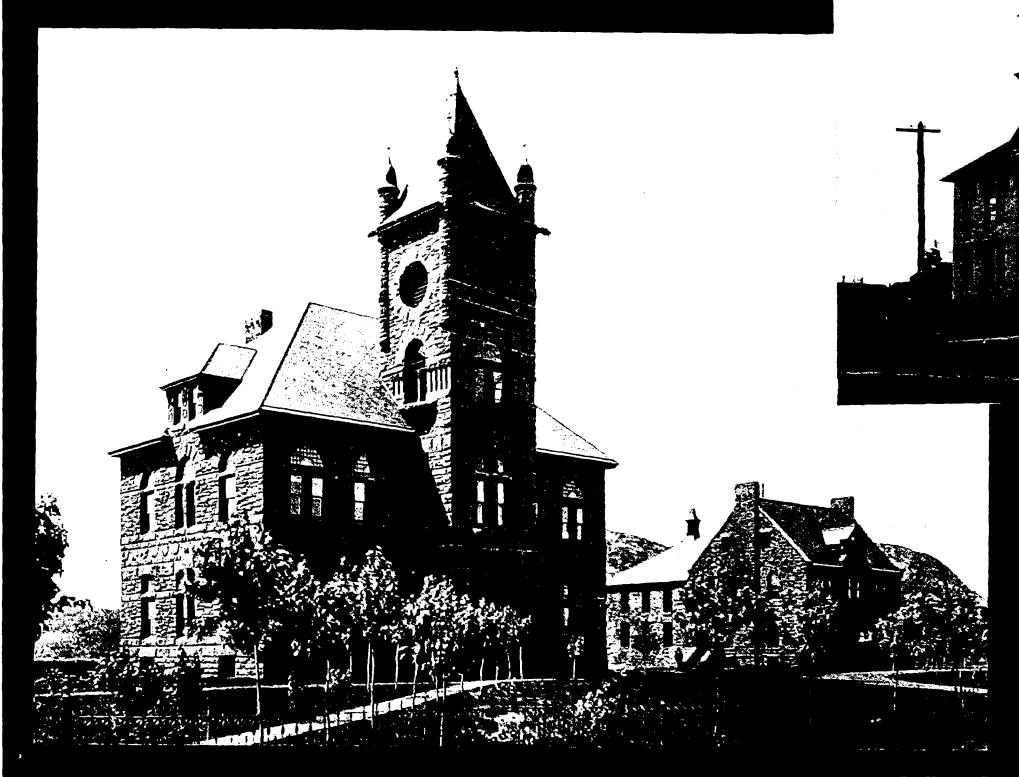


Underground Views in the Norrie Mine,
Ironwood, Mich.

Underground View in the Brotherton Mine,
Wakefield, Mich.



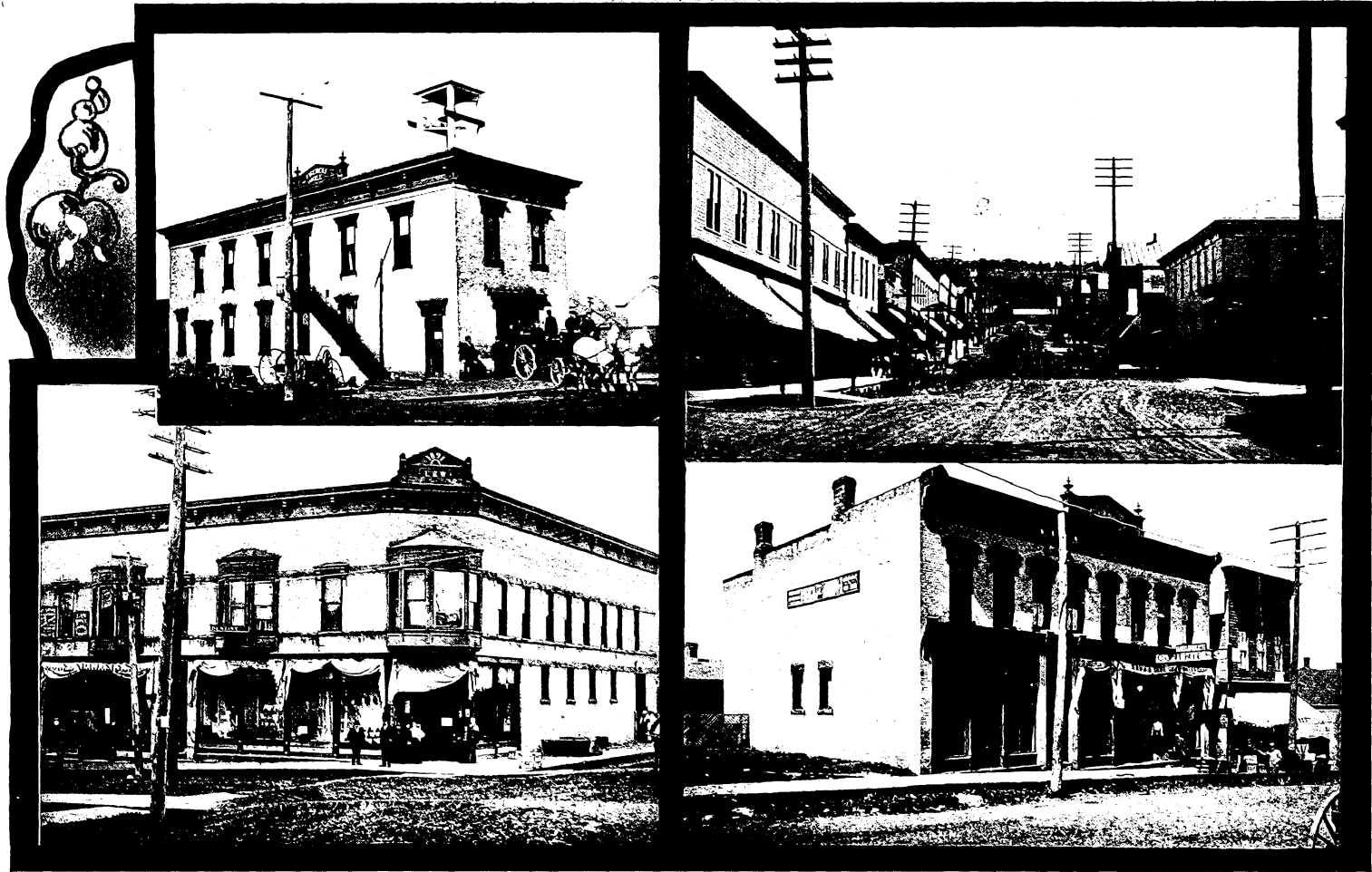
Chicago & North-Western Railway Depot.
Bird's-Eye View of Bessemer, Mich.
PHOTO BY W. H. CHANEY.
Wisconsin Central Depot.



VIEWS OF BESSEMER, MICH.

Gogebic County Court House and Jail.

The High School.



City Hall.

PHOTO BY W. H. CHANEY.

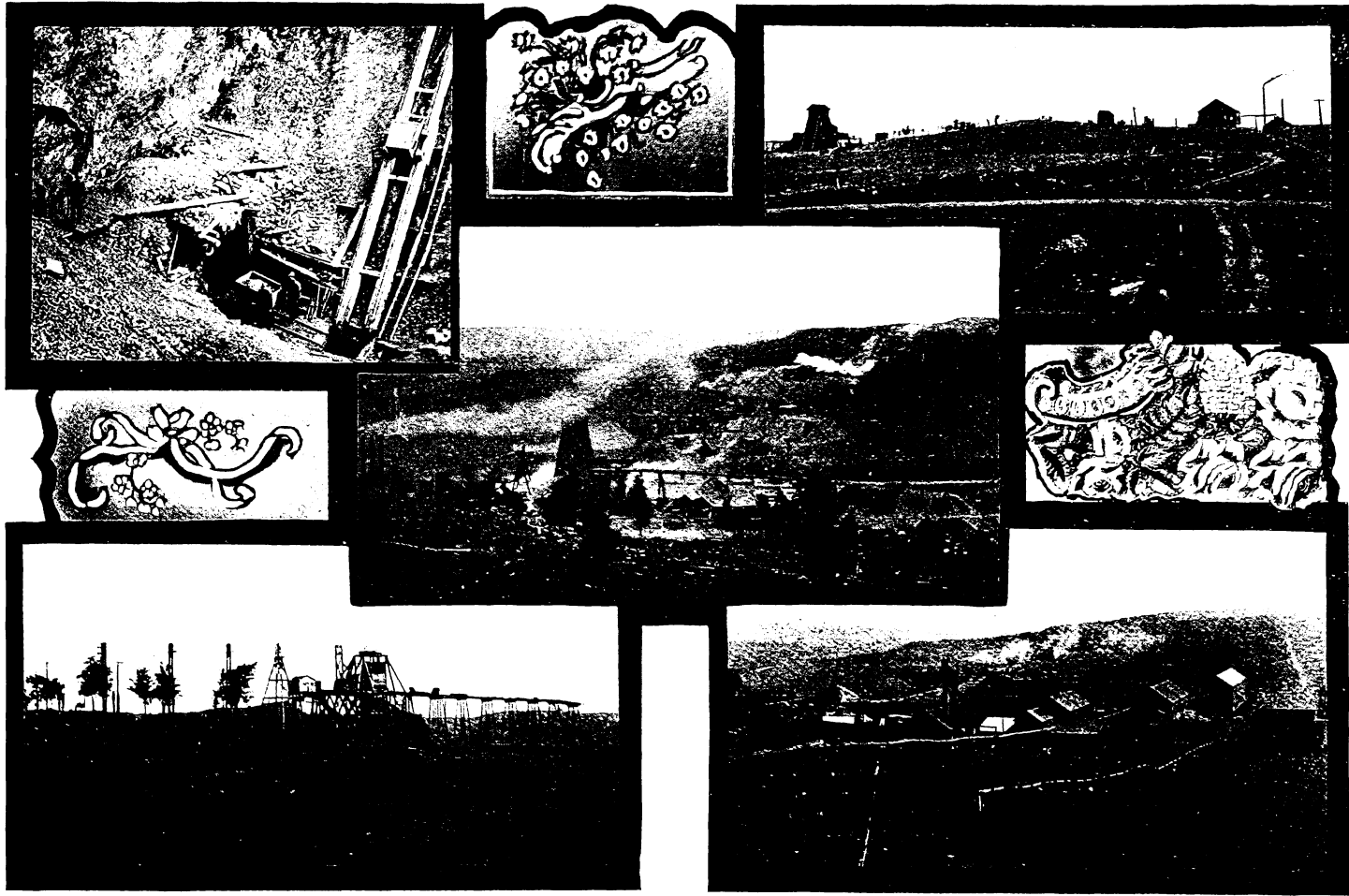
L. & W. Block.

PHOTO BY W. H. CHANEY.

VIEWS OF BESSEMER, MICH.

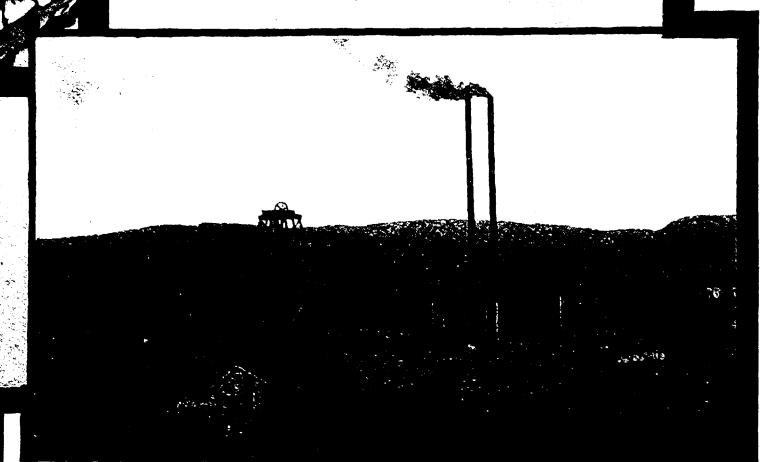
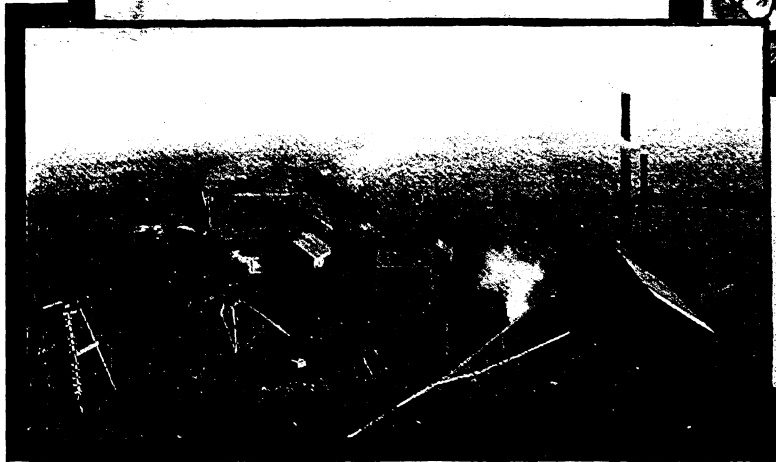
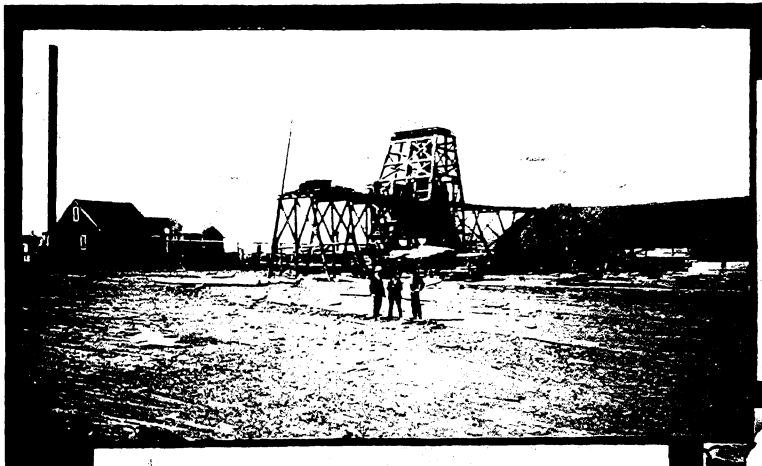
Sophia Street.

First National Bank Block.



Views of the Tilden Mine, Bessemer, Mich., property of the Oliver Iron Mining Co.

PHOTOS BY W. H. CHANEY AND J. L. TOOKER.



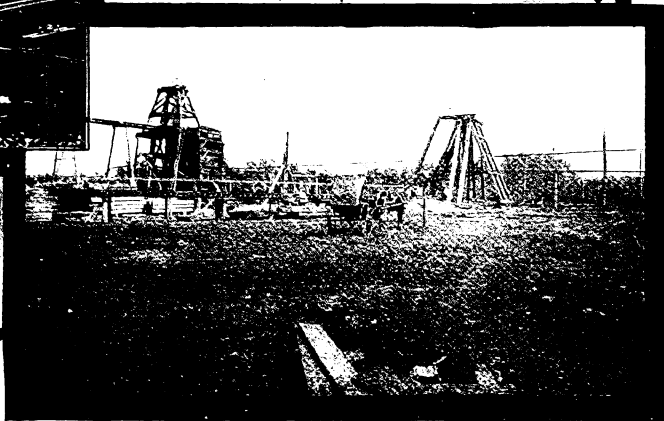
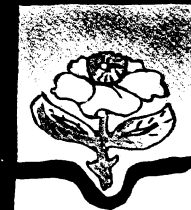
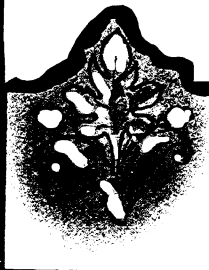
MINES AT BESSEMER, MICH.

Colby Mine, property of Corrigan, McKinney & Co.

Ironton Mine, property of Corrigan, McKinney & Co.

Jack-Pot Mine, property of the Jones & Laughlin Steel Co.

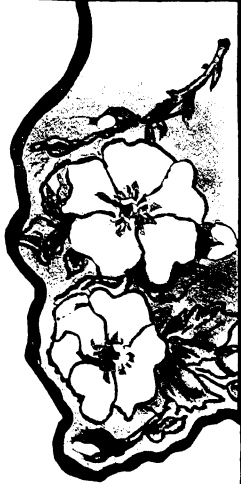
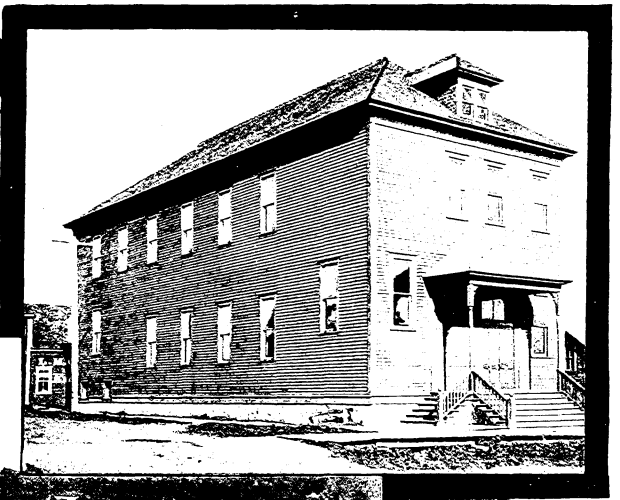
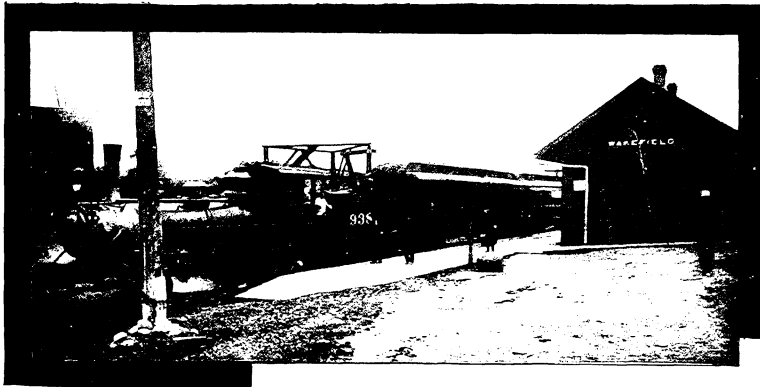
Yale Mine, operated by the Ashland Iron and Steel Co.



The Palms Shaft No. One.
Property of the Newport Mining Co.

VIEWS NEAR BESSEMER, MICH.
The Anvil Mine.
Property of the Newport Mining Co.
Views of the Puritan Mine, Property of the Oliver Iron Mining Co.

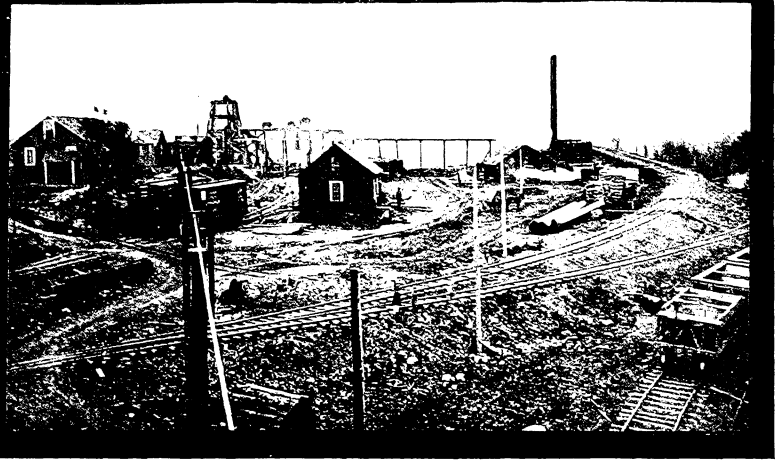
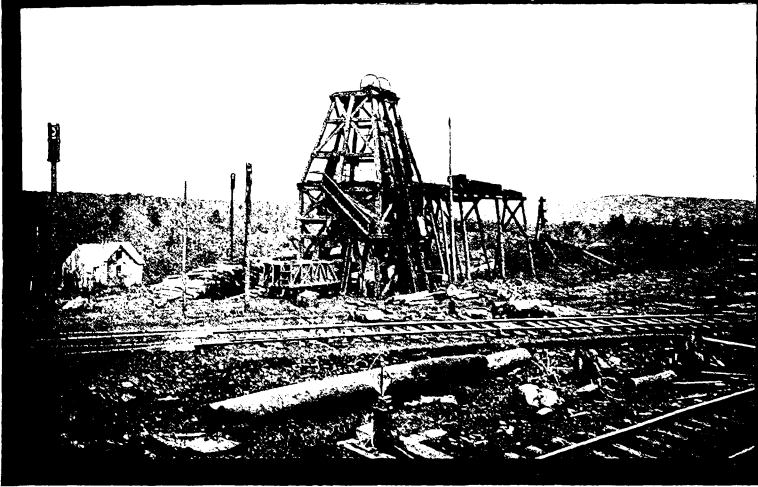
A Steam Shovel and its Crew.



Chicago & North-Western Depot.

Bird's-Eye View of Wakefield, Mich.
PHOTO BY W. H. CHANEY.

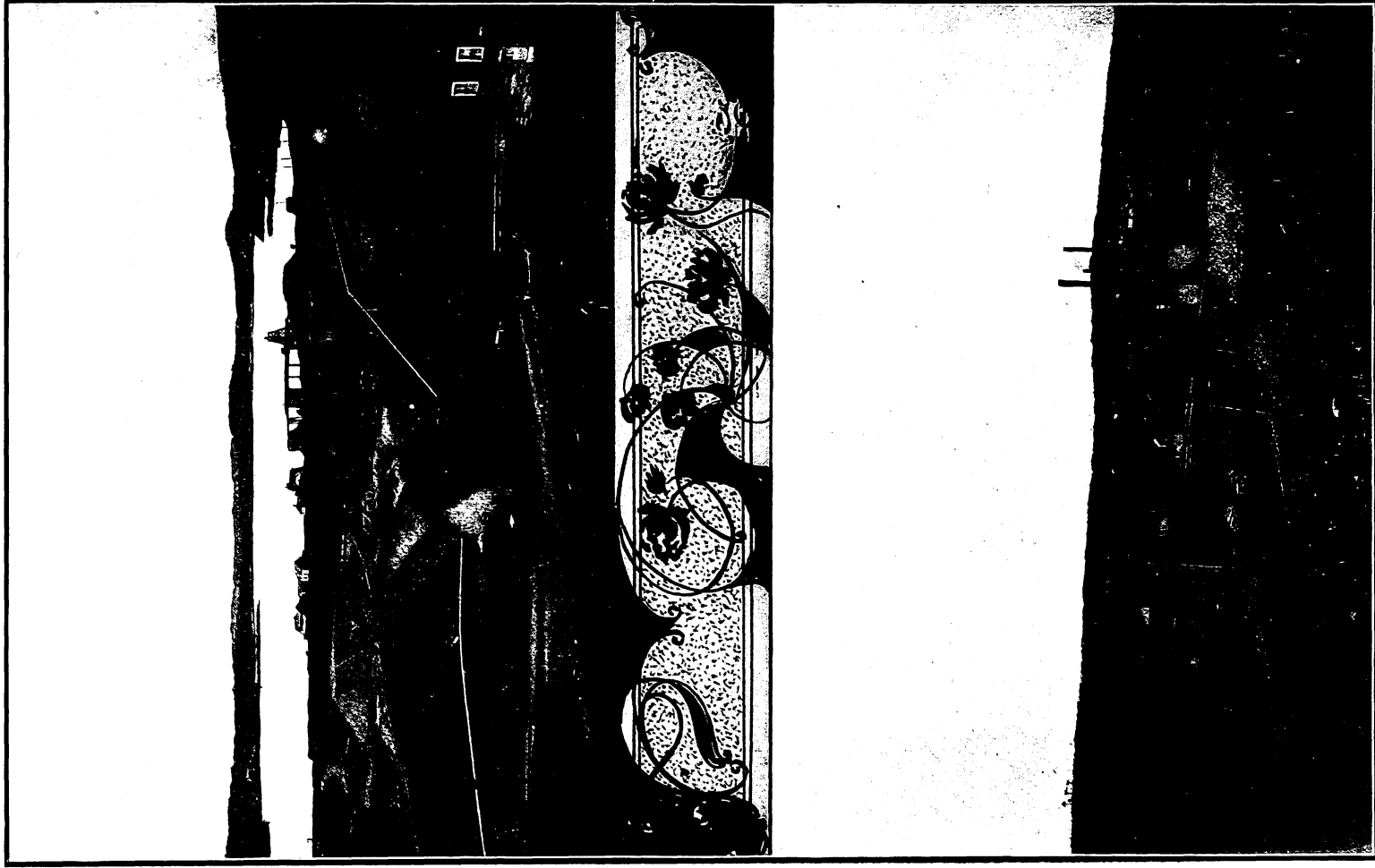
Town Hall.



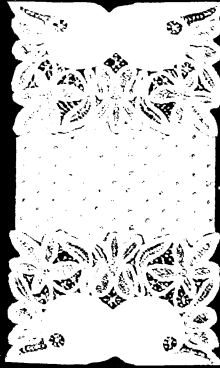
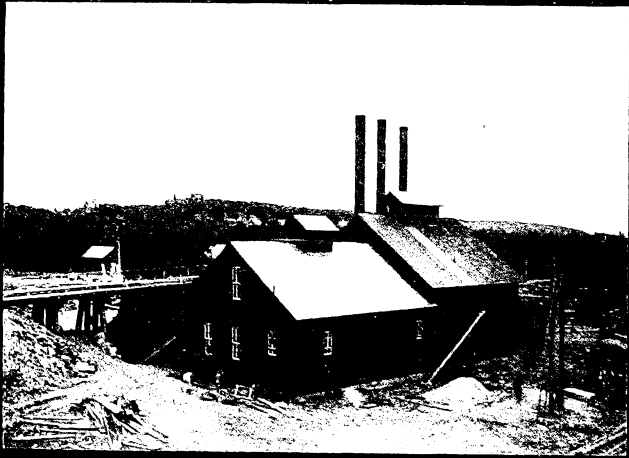
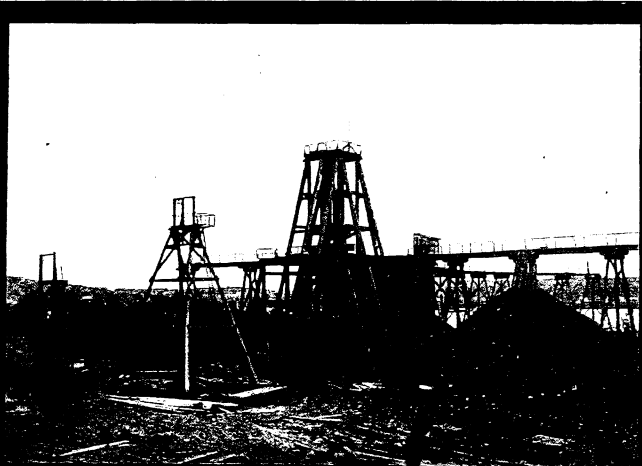
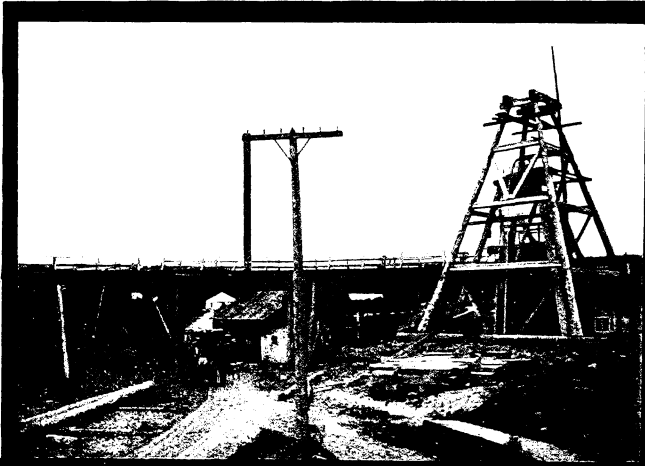
Residence of G. S. Barber.

The School at Ramsay, Mich.

Two Views of The Mikado Mine, Wakefield, Mich., property of the Verona Mining Co.



MINES AT WAKEFIELD, MICH.
The Brotherton Mine.
The Sunday Lake Mine.



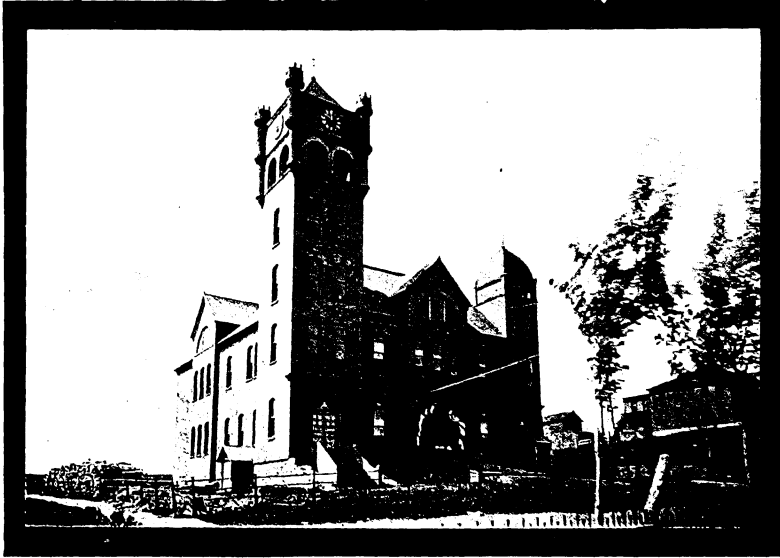
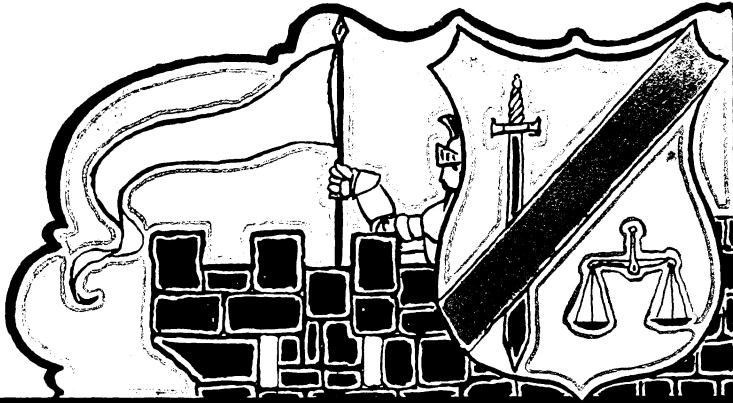
MINES AT WAKEFIELD, MICH.

The Pike Mine.

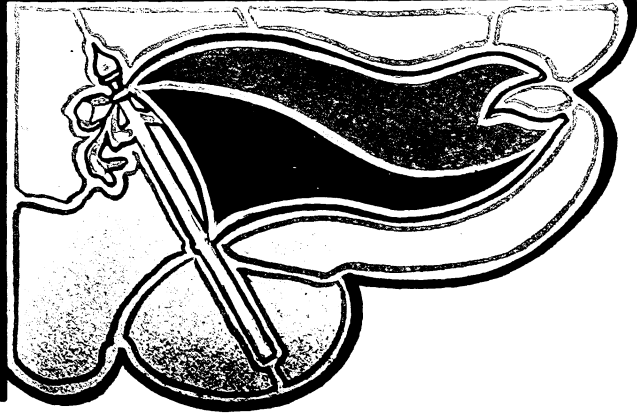
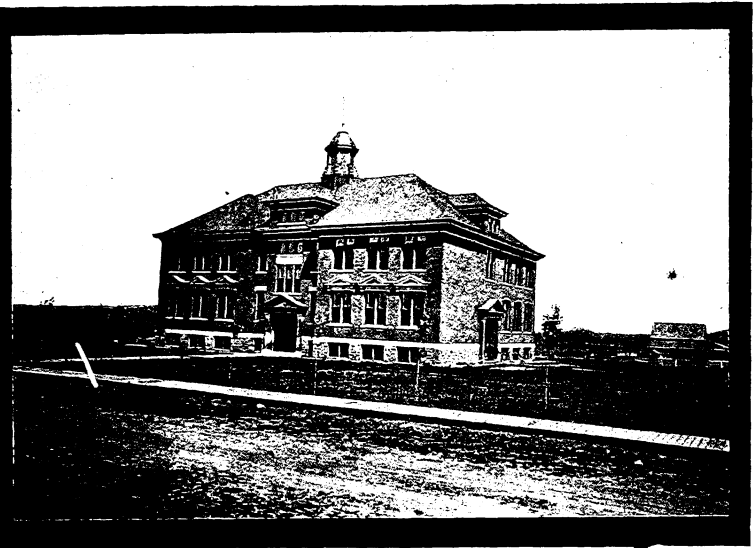
The Chicago Mine, property of the Oliver Iron Mining Co.

The Chicago Mine, property of the Oliver Iron Mining Co.

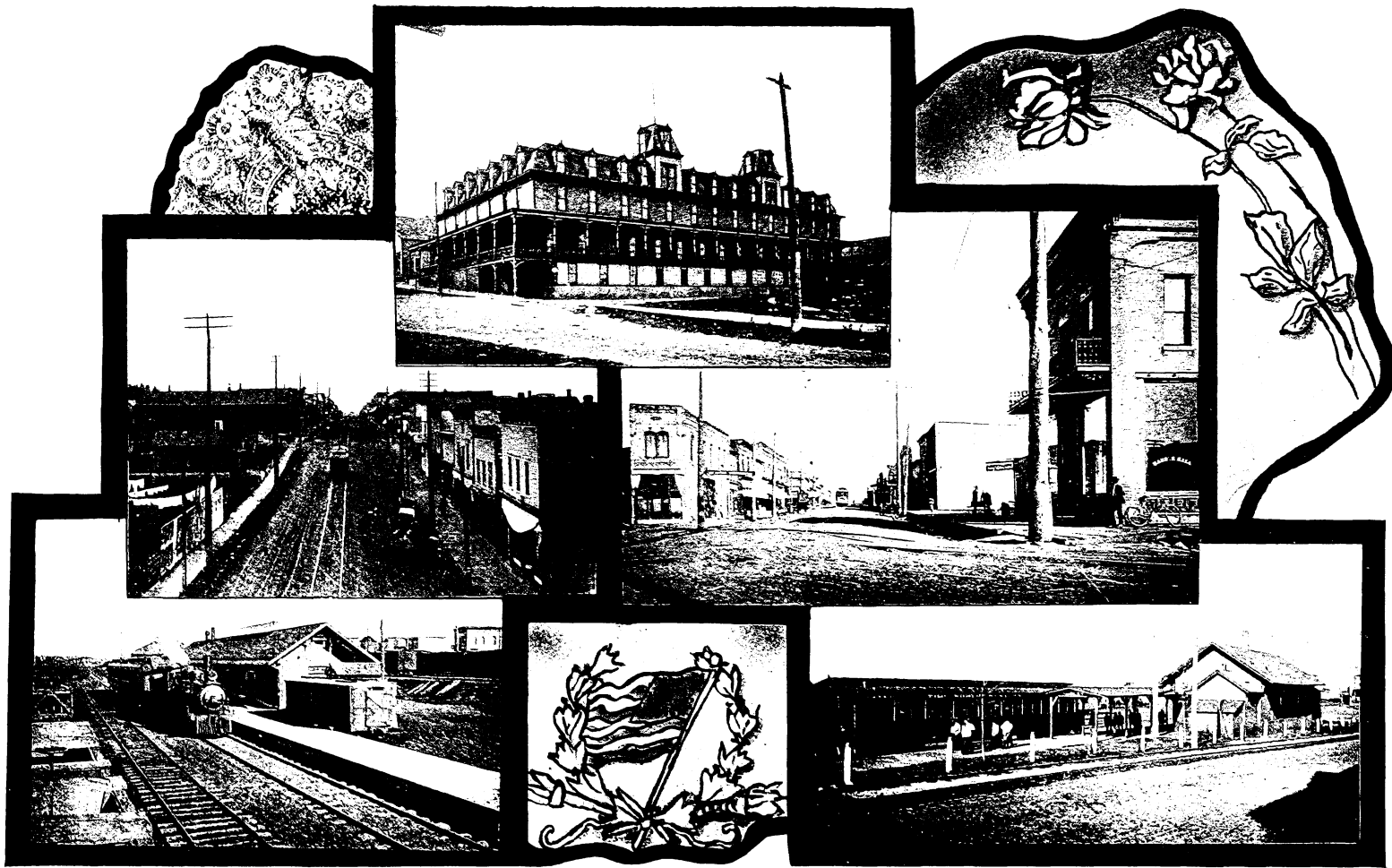
The Comet Mine, operated by the Castile Mining Co.



Iron County Court House, Hurley, Wis.



High School, Hurley, Wis.



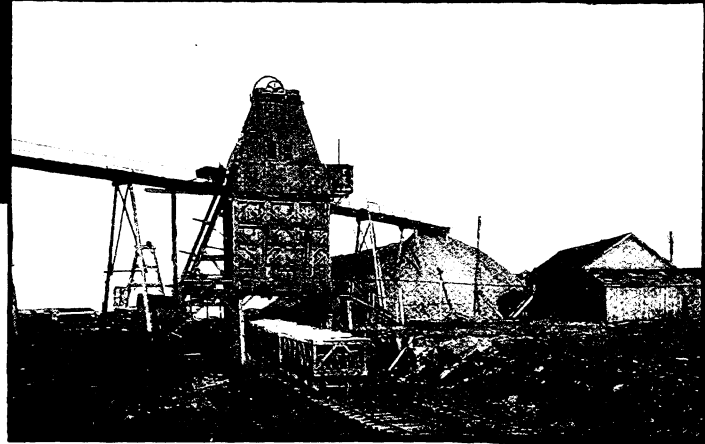
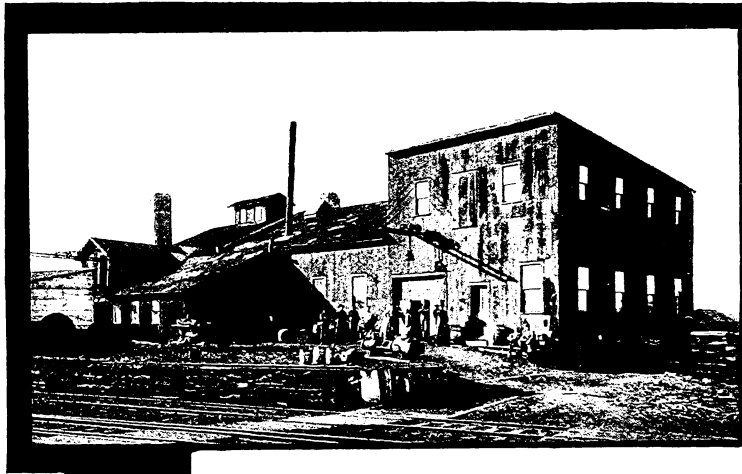
VIEWS OF HURLEY, WIS.

Main Street, looking West.
Wisconsin Central Railway Depot.

Burton House.

Main Street, looking East.

Chicago & North-Western Railway Depot.



VIEWS OF HURLEY, WIS.

Twin City Iron Works.

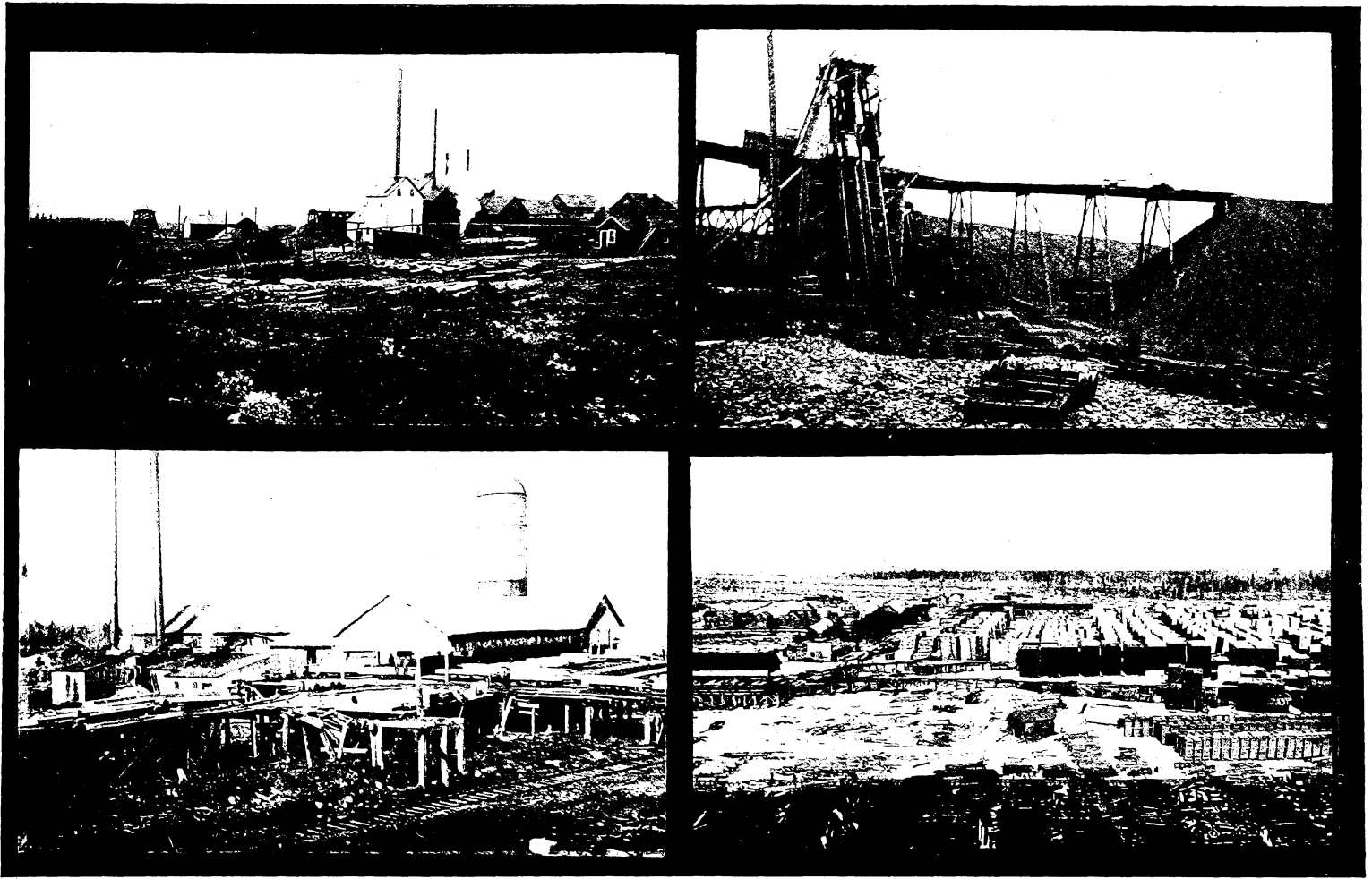
Ottawa Mine, property of Montreal Mining Co.

Germania Mine, property of Pickands, Mather & Co.

PHOTO BY J. OLLÉ.

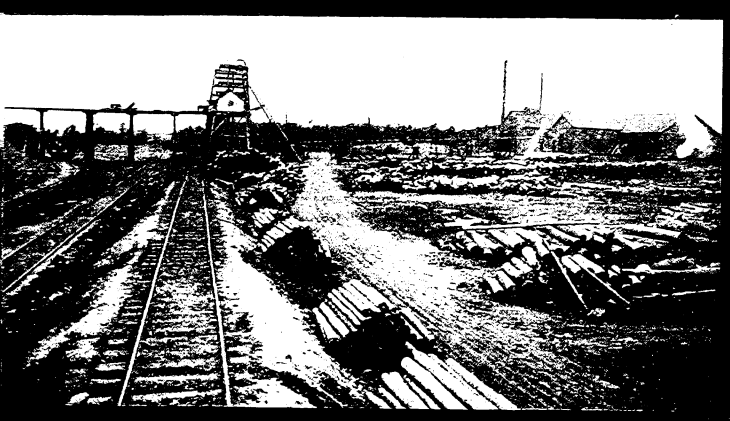


The Cary Mines, Hurley, Wis., property of Pickands, Mather & Co.



Views of the Montreal Mine, near Hurley, Wis.
Mill and Yards of the Montreal River Lumber Co.

PHOTO BY J. OLLI.



Bird's-Eye View of Iron Belt, Wis.
Public School.

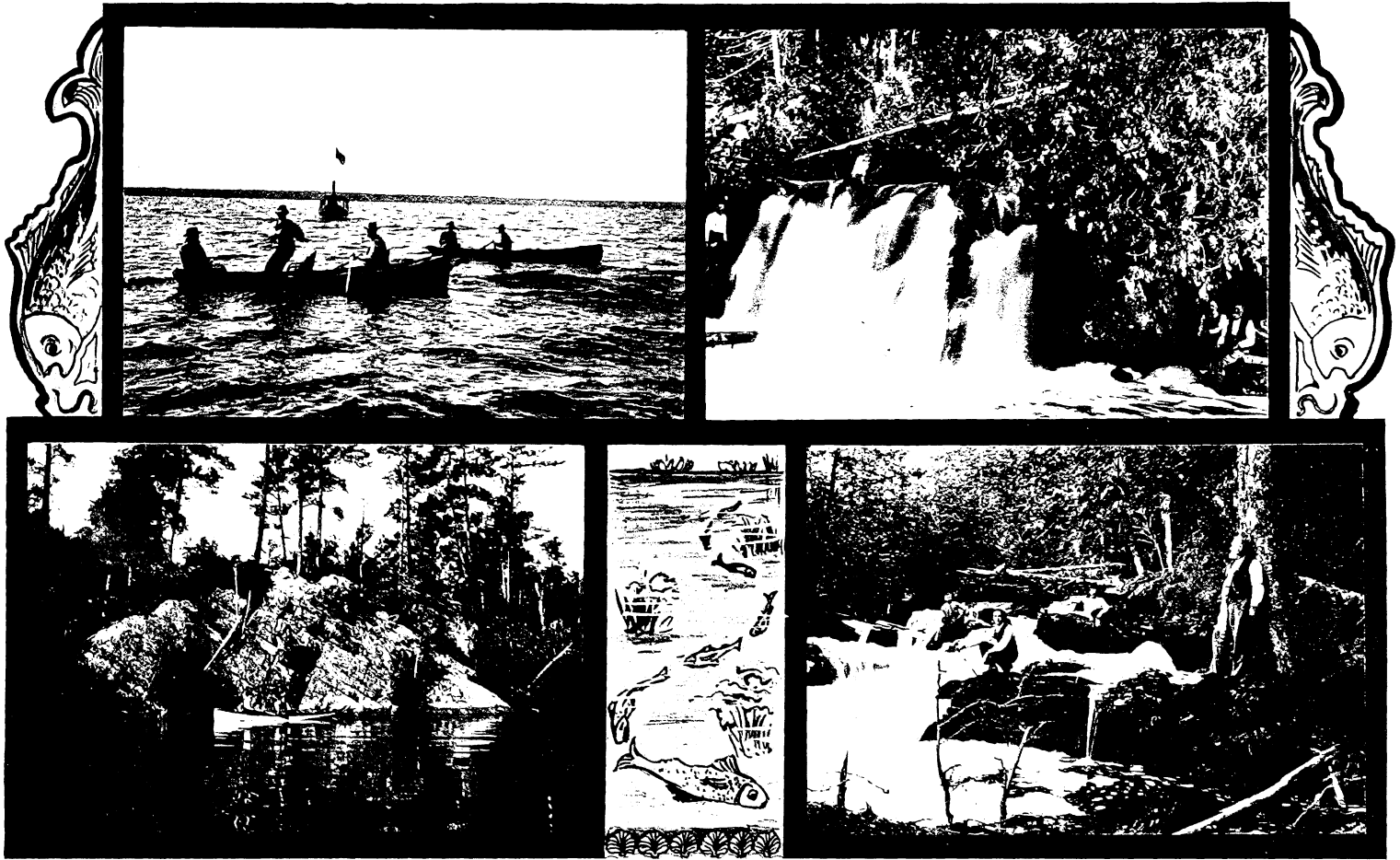
Atlantic Mine, property of the Oliver Iron Mining Co.
Iron Belt Church.



Hotel at Lake Gogebic.
Cottages at Lake Gogebic.

A Scene on Clark Lake.

A Huntsman's Pride.
The Result of a Duck Hunt.

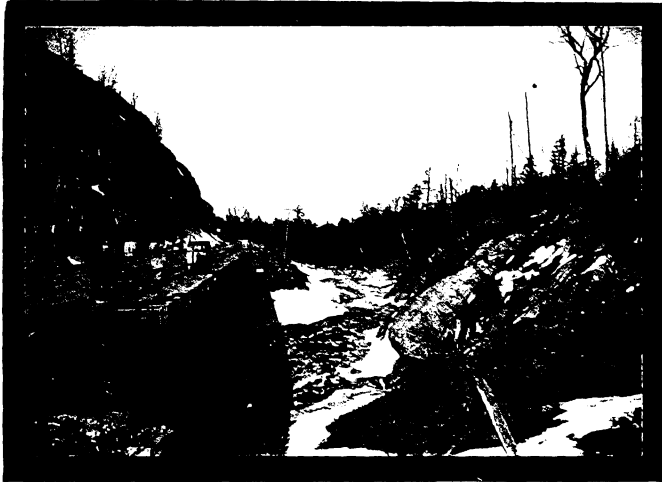


A scene on Lake Gogebic.

A scene on the Slate River.

Falls on Slate River at Lake Gogebic.

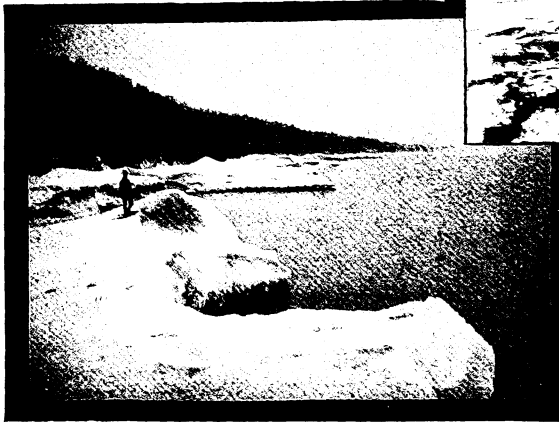
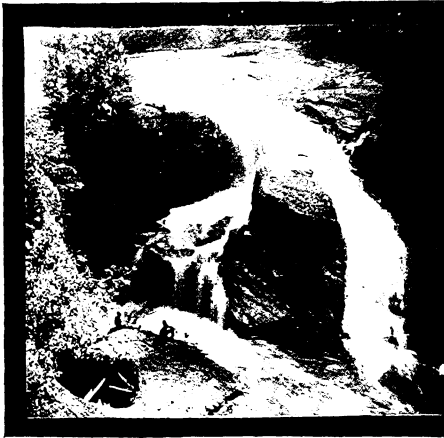
Scene on Slate River.



Falls on Montreal River.
View Below Bridge at Rock Cut on Montreal River.



Scene on Montreal River.
View Above the Bridge at Rock Cut on Montreal River.



Falls on Black River.

COURTESY OF FRANK THOMAS.

The Shores of Lake Superior during Winter Season.

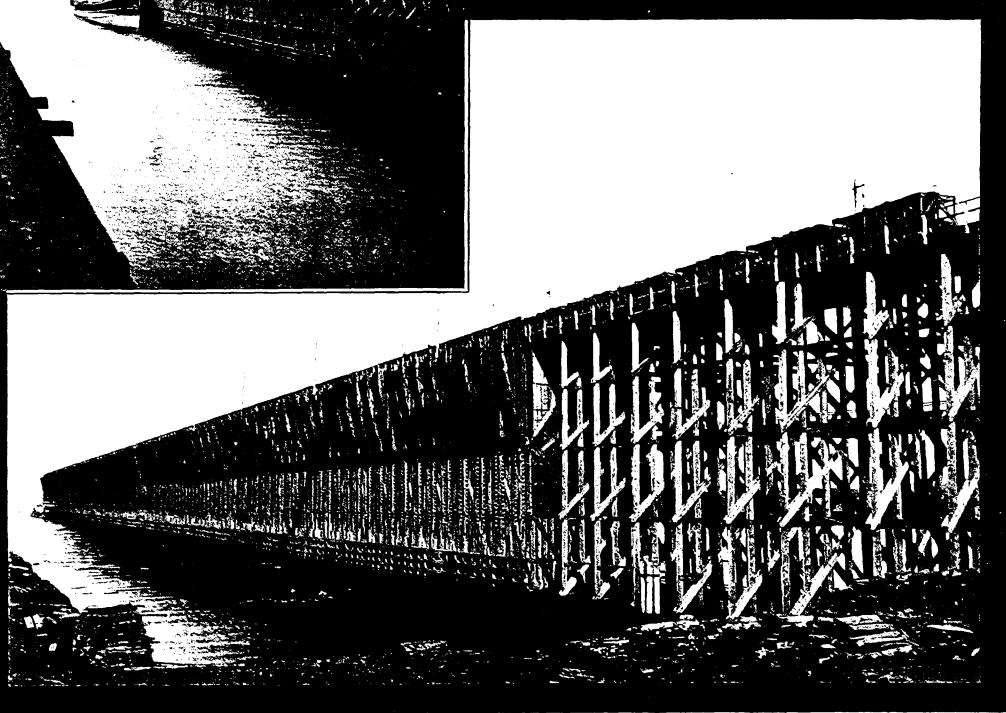
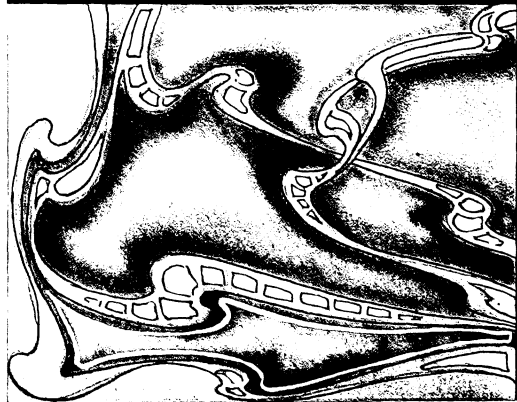
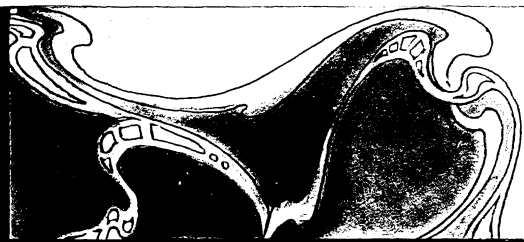
COURTESY OF FRANK THOMAS.

A Scene on Black River.

PHOTO BY W. H. CHANEY.

Harvesting on the Farm of Otto B. Olson. A Typical Gogebic County Farm.

PHOTO BY W. H. CHANEY.



The Ore Docks at Ashland where the Iron Ore from the Gogebic Range is Shipped.
Chicago & Northwestern Railway Co's Ore Docks. Wisconsin Central Railway Co's Ore Docks.

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